

Harbor Safety Committee

of the San Francisco Bay Region

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

Draft Minutes

Harbor Safety Committee of the San Francisco Bay Region

Thursday, April 12, 2012

Exhibit Room, Port of Richmond, Richmond, California

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 1000. **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: **Capt. Esam Amso** (M), Valero Marketing and Supply; **Jim Anderson** (M), California Dungeness Crab Task Force; **Margot Brown** (M), National Boating Federation; **Ron Chamberlain** (M), Port of Benicia; **Lt. Col. Torrey A. DiCiro**, US Army Corps of Engineers (USACE); **Capt. Noapose Fotu** (A), National Cargo Bureau; **Aaron Golbus** (M), Port of San Francisco; **Garret Huffman** (A), Chevron Shipping; **Jim McGrath** (M), Bay Conservation and Development Commission, (BCDC); **Capt. Jonathon Mendes** (M), Starlight Marine Services; **Capt. Pat Murphy** (M), Blue & Gold Fleet; **William Nickson** (A), Transmarine Navigation; **Deb Self** (M), San Francisco Bay Keeper; **Capt. Ray Shipway** (A), International Organization of Masters, Mates, and Pilots; **Rich Smith** (M), Westar Marine Services; **Capt. Cynthia L. Stowe**, United States Coast Guard (USCG); **Gerry Wheaton**, National Oceanic and Atmospheric Administration (NOAA).

Alternates present, and those reporting to the HSC on agenda items: **Capt. Jeff Cowan**, California Office of Spill Prevention and Response (OSPR); **Amy Critchett**, The Bay Lights; **Lt. Cmdr. Desarae Janzen**, USCG; **Rob Lawrence**, USACE; **William Needham** (A), National Boating Federation; **Linda Scourtis** (A), BCDC; **David H. Sulouff**, USCG; **David Stevens**, California State Lands Commission (State Lands).

The meetings are always open to the public.

Approval of the Minutes

A motion to accept the minutes of the meeting of March 8, 2012 was made and seconded. It passed without discussion or dissent.

Comments by the Chair – Capt. Korwatch

- **Capt. Korwatch** welcomed those present and thanked them for their attendance.

Harbor Safety Committee

of the San Francisco Bay Region

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

Coast Guard Report – Capt. Stowe

- The *MSC Fabiola*, the largest container ship to visit the United States, had arrived and departed safely at the Port of Oakland. Prior to her arrival there had been fruitful discussions among the Coast Guard, Bar Pilots, the Port of Oakland, and neighbors of the berth. **Capt. Stowe** said that she had had discussion with MSC corporate leaders, whose concerns had informed her own. At the time of her berthing and un-berthing, Per a Captain of the Port order, an oil spill response vessel was present, and cargo and bunkering operations were suspended. Throughout her visit the *MSC Fabiola* was surrounded by a safety zone to keep other vessels away.
- **Capt. Stowe** said that she would like the HSC to consider the future operations of such large vessels since more are due to arrive in the future. **Capt. Korwatch** asked if **Capt. Stowe** was looking for something that could lead to routine guidance. **Capt. Stowe** said it was the case that everyone was learning what the new normal looked like. **Capt. Mendes** said that they had video, with radio overlay, of the docking and un-docking of the vessel that he could make available. **Lt. Col. DiCiro** said that his agency looked forward to helping out.
- The comment period on special regulation for the America's Cup event s in 2012 and 2013 were due to end April 30. **Capt. Stowe** said there had not been many comments so far.
- Sector San Francisco leads the nation in marine event permits by a large margin. **Capt. Stowe** said that the recent Farallones event had been held in weather conditions that left the Coast Guard without a marine asset capable of responding if there had been an emergency. She said that they would be looking at new restrictions on the permit process.
- Two fishermen had recently died after falling overboard. They were not wearing personal flotation devices. Coast Guard would become more proactive in its efforts to enforce safety and a Marine Safety Information Bulletin (MSIB) would be issued.
- An MSIB on passenger operations had been issued since passengers had ended up in the water during recent boarding operations.
- An MSIB on illegal passenger vessel operations had been issued. All were encouraged to report suspicious operations. **Anderson** said that he had heard that some operators were trying to get around the restrictions by asking for donations. **Capt. Stowe** said that the Coast Guard would like such cases to be reported so that the Coast Guard could investigate them.
- **Lt. Cmdr. Janzen** read from the Prevention/ Response report that is attached to these minutes.

Harbor Safety Committee

of the San Francisco Bay Region

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

Brown said that she wished the bar pilot involved in the Rule 9 violation had filed a complaint. She said that such investigations were a useful educational tool for some members of the boating community. **Brown** then asked whether the Coast Guard issued new releases on such incidents and investigations. She said that regional papers and specialized publications, like *Latitude 38*, might be glad to publish such information. **Capt. Stowe** said that she liked the idea and would follow up on it.

Capt. Korwatch asked whether the Coast Guard Auxiliary had a presence at the large regional boat shows to provide educational material on Rule 9 to potential boat owners. **Capt. Stowe** said that they did. **Anderson** said that vigorous enforcement was a useful educational tool for his industry. **Capt. Stowe** said that they would look into changing the Prevention/Response report to provide more information on small boat actions. **Wheaton** suggested that the West Coast Harbor Safety Summit take up the issue of Rule 9. **Capt. Cowan** said that was a good idea that he would pass along.

US Army Corp of Engineers Report – Lt. Col. DiCiro

- There had been great coordination during the operations of the *MSC Fabiola*.
- The scheduled twelve year review of the Long Term Management Strategy for Dredging was under way. A public meeting was scheduled for June 19 from 1300 to 1700 at a location to be determined. The goal of the review is to make sure that dredge practices are efficient, environmentally friendly, and make economic sense.
- The Oakland dredge contractor would be working till Sunday, April 15. The final survey was scheduled for Friday, April 20.
- The dredge *Essayons* was due in the area in mid-May. Her first job would be dredging the main ship channel.
- **Lt. Col. DiCiro** introduced **Jessica Burton Evans**, Dredge Program Manager, **Ken Danielson**, Debris Chief, **Mark Clark**, Hydrographic Survey, and Lawrence, Dredge Materials Manager. **Maj. Shaun Martin**, who has represented USACE at previous meetings of the HSC had been named Federal Engineer of the Year for 2011. His tour in San Francisco will end this summer.
- **Lawrence** read from a report that is attached to these minutes.

Clearing House Report – Steinbrugge

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

Harbor Safety Committee

of the San Francisco Bay Region

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

OSPR Report – Capt. Cowan

- **Capt. Cowan** introduced his friend **Capt. Glenn Kovary**, port captain for Patriot Contract Services.
- Research shows 28 per cent of the vessels involved in loss-of-propulsion incidents are visiting California for the first time since the enactment of fuel-switching regulations by the California Air Resources Board (ARB). OSPR is now emailing the masters of vessels to encourage them to read Capt. Cowan's article on fuel switching that has been published in the *Coast Pilot 7*.
- Several bills were before the legislature that might be of interest. They were Assembly Bill 2005 to ease regulations on non-commercial vessels over three hundred tons, Assembly Bill 1601 to cap the fee on non-tank vessels, and Senate Bill 1192 to provide for funding the Oiled Wildlife Care Network.
- OSPR had been conducting training exercises with bunker companies to ensure they could meet regulated requirements for boom deployment.
- **Capt. Cowan** introduced **Eric Laughlin**, OSPR Public Information Officer, and **Dennis Ryan**, a new OSPR liaison.
- The Clean Pacific conference is coming up in Long Beach May 16 and 17. Prevention First will be held in Long Beach October 23 and 24. The West Coast HSC summit will be scheduled in conjunction with the Prevention First event.

Capt. Korwatch asked when the best practices video for fuel transfer operations would be completed. **Capt. Cowan** said that he didn't know. **Capt. Korwatch** suggested it would be great to have it done in time for the HSC summit. **Capt. Cowan** said he would pass that along.

Capt. Amso asked what number of the 28 per cent cited as loss-of-propulsion casualties were tank vessels. **Capt. Cowan** said that there had been no break out by type.

NOAA Report – Wheaton

- The International Hydrographic Organization is seeking feedback on proposed new symbolism for electronic navigation charts. They are especially interested in proposed changes to depict bottom configuration. Mariners that would like to take the survey can go to <https://www.surveymonkey.com/s/SHG7FC5>

Harbor Safety Committee

of the San Francisco Bay Region

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

- A NOAA Navigational Response Team (NRT) was in the region to meet with the Bar Pilots about the Oakland Estuary. They were also in attendance at the HSC meeting looking for feedback on what they needed to cover.
- The Office of Management and Budget has proposed to cut 2.4 million dollars from the NRT budget next year which would result in the elimination of one NRT. They believe that the response role that the NRT's have played in incidents like the Deepwater Horizon or Japanese Tsunami should be covered by the Federal Emergency Management Agency (FEMA).

Capt. Pete Bonebakker, ConocoPhillips, asked whether there was a law or regulation that covered the NRT's role. **Wheaton** said that the coast survey role was defined by Title 10 but that there was no mention of a response role in that law.

State Lands Report – Stevens

- Stevens read from a report that is attached to these minutes.

Presentation on *The Bay Lights* Bay Bridge 75th Anniversary Light Display – Critchett

- Information on the project can be found at: thebaylights.org. The project team has been working closely with the Coast Guard so far and they understand the need to protect maritime safety. The installation will begin in August and during that time they will be able to test the lights before the whole piece goes live In January 2013. If need be, they can shut down all of the lights within half an hour.
- **Sulouff**, who is Chief of the Bridge Section for the Eleventh Coast Guard District, said there would be a formal comment period after the installation with the power to turn off the art piece or adjust lumens as needed. Thirty days advance notice will be given before the lights are turned on. The Vessel Traffic Service and the Bar Pilots will be notified directly and a local notice to mariners will be published.

Capt. Korwatch thanked **Critchett** for her presentation.

Tug Operations Work Group – Capt. Mendes

- They had not been able to meet as planned. **Capt. Mendes** said that he hoped to round up all interested parties for the next meeting to discuss best practices on dead-ship tows and to get a briefing on the location on commercial fishing gear from a colleague of **Anderson's**.

Harbor Safety Committee

of the San Francisco Bay Region

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

Navigation Work Group –

- There was no report.

Ferry Operation Work Group – Capt. Murphy

- They were scheduled to meet on April 25 to discuss the Vessel Mutual Assistance Plan.

Dredge Issues Work Groups – Capt. Amso

- **Capt. Amso** thanked Evans and Lawrence for the briefing they gave at the last meeting of the work group.

Golbus asked if members of the work group would be attending the LTMS meetings. **Capt. Amso** said that they would. **Evans** said that the public was welcome to attend the meeting. **Capt. Korwatch** said that the event could be added to the calendar for the Marine Exchange.

Physical Oceanographic Real Time System (PORTS) –

- There was no report.

Prevention through People Work Group – Brown

- They had met to discuss the recent increase in the number of incidents of kayakers getting too close to commercial vessels while they were maneuvering in confined areas. Such as while docking or un-docking.
- They had received a graphic description of tug was from a companion of the person that is missing (presumed dead) after crossing the wash of a tug at Islais Creek last October.
- They were scheduled to meet on May 3 to discuss further ways to publicize the danger including comic books and Facebook. **Brown** said that the *Share the Bay* video had a section on avoiding maneuvering operations that might be useful as a stand-alone clip if OSPR could pull out that part.

Mcgrath said that two of the kayakers in the Islais Creek incident had successfully crossed the wash of the tugboat, while the kayaker that disappeared was seen to have stopped paddling in

Harbor Safety Committee

of the San Francisco Bay Region

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

the middle of the wash. He said it was often the case with wind surfers that they died as a result of heart attacks or seizures. **Capt. Mendes** said he did not want his tug operations and evolutions used as a training platform or playground for recreational boaters regardless of their experience since there was more to the situation than the safety of the boaters.

Capt. Korwatch asked the work group to take another look at the issue of launch sites near critical maneuvering areas.

Harbor Safety Plan Update – Scourtis

- Reports had gone out to the work group chairs and the Coast Guard was working on updating their appendices. **Scourtis** said that she hoped to have the updates back by the May meeting. She asked to be contacted if anyone saw any part of the plan that needed to be looked at.

PORTS Report – Steinbrugge

- The Golden Gate sensor was off line.
- The Pier 1 wind bird had been repaired.
- The wind sensor at Oakland 67 was up and running in time for the arrival of the *MSC Fabiola*.
- The AMORCO sensor was scheduled to be installed in October.
- Two buoy-mounted sensors were scheduled to be serviced in May.

Capt. Cowan asked what was happening with the Coast Guard fog sensors. **Capt. Stowe** said that they had chosen a site and were working with the Port of Oakland on an installation plan.

Public Comment

Catherine Hooper, San Francisco Fleet Week Association, said that the parade of ships was scheduled for October 6. It was unlikely that an aircraft carrier would be available for this year's event. There were likely to be four U. S. Navy ships, three Canadian naval vessels, and Coast Guard assets. The Blue Angels were scheduled to be part of the air show. More details on the schedule can be found at: http://www.fleetweek.us/page_events.html. Humanitarian assistance and disaster response will be part of the program as has become standard. **Maj. Gen. J. Michael Myatt**, chairman of the Fleet Week Association, was working with the Golden Gate Bridge

Harbor Safety Committee

of the San Francisco Bay Region

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

District to round up some Navy vessels for their 75th Anniversary celebration. Hooper thanked the Coast Guard and the Neptune Association for their invaluable assistance to Fleet Week.

Old Business

Wheaton asked what information was wanted from NOAA for the brief on the *COSCO Busan* settlement. **Brown** said that she, and others, were interested in how the settlement funds has been dispersed.

New Business

Brown said that Opening Day on the Bay was scheduled for April 29 this year.

Next Meeting

Capt. Korwatch said that it was her intention to continue with the tradition of no meetings for the months of August and December. Space and time would be blocked out according to the usual schedule in the event there was a special need to schedule a meeting. The next meeting will be held at 1000, May 10 at the Port of San Francisco's Port Commission Room, The Ferry Building, San Francisco.

Adjournment

A motion to adjourn was made and seconded. It passed without discussion or dissent. Capt. Korwatch adjourned the meeting at 1147.

Respectfully submitted:



Capt. Lynn Korwatch

PREVENTION / RESPONSE - SAN FRANCISCO HARBOR SAFETY STATISTICS

March-12

PORT SAFETY CATEGORIES

| | 2012 | 2011 | 3yr Avg |
|---|------|------|------------|
| 1. Total Number of Port State Control Detentions for period: | 2 | 0 | 0.4 |
| SOLAS (1), STCW (1), MARPOL (0), ISM (0), ISPS (0) | | | |
| 2. Total Number of COTP Orders for the period: | 10 | 0 | 1.7 |
| Navigation Safety (9), Port Safety & Security (1), ANOA (0) | | | |
| 3. Marine Casualties (reportable CG 2692) within SF Bay: Allision (0), Collision (0), Fire (1), Grounding (0), Sinking (0), Steering (0), Propulsion (6), Personnel (0), Other (1), Power (0) | 8 | 9 | 7.1 |
| 4. Total Number of (routine) Navigation Safety related issues / Letters of Deviation: Radar (0) Gyro (1), Steering (0), Echo sounder (0), AIS (1), AIS-835 (0), ARPA (0), SPD LOG (2), R.C. (0), Other (0) | 3 | 6 | 4.8 |
| 5. Reported or Verified "Rule 9" or other Navigational Rule Violations within SF Bay: | 1 | 1 | 0.4 |
| 6. Significant Waterway events or Navigation related cases for the period: | 0 | 0 | 0.1 |
| 7. Maritime Safety Information Bulletins (MSIBs): 1) Illegal Passenger Operations, 2) Passenger Safety During Loading and Unloading, 3) Commercial Fishing Safety Alert | 3 | 0 | 0.1 |
| Total Port Safety (PS) Cases opened for the period: | 27 | 16 | 14.4 |

MARINE POLLUTION RESPONSE

* Source Identification (Discharges):

| VESSELS | 2012 | 2011 | 3yr Avg |
|---|------|------|------------|
| U.S. Commercial Vessels | 0 | 3 | 1.4 |
| Foreign Freight Vessels | 0 | 1 | 0.2 |
| Public Vessels | 1 | 0 | 0.6 |
| Commercial Fishing Vessels | 0 | 0 | 0.6 |
| Recreational Vessels | 0 | 0 | 3.5 |
| FACILITIES | | | |
| Regulated Waterfront Facilities | 0 | 0 | 0.6 |
| Regulated Waterfront Facilities - Fuel Transfer | 0 | 1 | 0.4 |
| Other Land Sources | 2 | 0 | 3.2 |
| Mystery Spills - Unknown Sources | 10 | 3 | 4.2 |
| Number of Oil/Hazmat Pollution Incidents within San Francisco Bay for Period | | | |
| 1. Spills < 10 gallons | 1 | 0 | 8.4 |
| 2. Spills 10 - 100 gallons | 0 | 2 | 1.3 |
| 3. Spills 100 - 1000 gallons | 0 | 0 | 0.3 |
| 4. Spills > 1000 gallons | 0 | 0 | 0.1 |
| 5. Spills - Unknown | 12 | 5 | 6.6 |
| Total: | 13 | 7 | 17.2 |
| TOTAL OIL DISCHARGE AND HAZARDOUS MATERIALS RELEASE VOLUMES BY SPILL SIZE CATEGORY: | | | |
| 1. Estimated spill amount from U.S. Commercial Vessels: | 0 | 0 | 29.6 |
| 2. Estimated spill amount from Foreign Freight Vessels: | 0 | 0 | 0.1 |
| 2. Estimated spill amount from Public Vessels: | 0.1 | 0 | 2.3 |
| 3. Estimated spill amount from Commercial Fishing Vessels: | 0 | 0 | 26.2 |
| 4. Estimated spill amount from Recreational Vessels: | 0 | 0 | 20.6 |
| 5. Estimated spill amount from Regulated Waterfront Facilities: | 0 | 20 | 8.6 |
| 6. Estimated spill amount from Regulated Waterfront Facilities - Fuel Transfer: | 0 | 0 | 0.7 |
| 7. Estimated spill amount from Other Land Sources: | 0 | 11 | 103.5 |
| 8. Estimated spill amount from Unknown sources: | 20 | 0 | 4.3 |
| TOTAL OIL DISCHARGE AND/OR HAZARDOUS MATERIAL RELEASE VOLUMES (GALLONS): | 20.1 | 31 | 195.9 |
| Civil Penalty Cases for Period | 0 | 1 | 0.1 |
| Notice of Violations (TKs) | 0 | 0 | 0.8 |
| Letters of Warning | 0 | 0 | 1.9 |
| TOTAL PENALTY ACTIONS: | 0 | 1 | 2.7 |

SIGNIFICANT PORT SAFETY AND SECURITY CASES (March 2012)

MARINE CASUALTIES - PROPULSION/STEERING

Loss of propulsion, (01 March): A foreign flag tank vessel experienced a loss of propulsion (LOP) during transit from LA/LB to San Francisco. The ship's service generator overspeed trip malfunctioned causing an immediate shutdown and a complete loss of power. Repairs were made, Class and Coast Guard attended vessel and witnessed satisfactory generator testing. LOP was not attributed to fuel switching. Case pends.

Fire, (08 March): A U.S. flag ferry suffered a fire in an electrical panel while moored to the pier in Vallejo, CA. The fire was extinguished by the crew after securing ship's power. The cause is still under investigation, case pends.

Damage to structure, (13 March): A U.S. flag container vessel experienced an oil leak from the #2 wing tank into the cargo hold. Coast Guard attended the vessel and identified a crack in the wing tank which was leaking heavy fuel oil into the cargo hold; the oil was contained within the vessel. Temporary repairs made and case pends.

Reduced maneuverability, (15 March): A foreign flag freight vessel's bow thruster became inoperable while making its approach to Oakland, Berth 25. The cause is still under investigation, case pends.

Reduced maneuverability, (15 March): A foreign flag freight vessel experienced reduced power due to malfunctioning fuel injector puncture valves while getting underway from Oakland, CA. Puncture valves were replaced with ship spares and all other puncture valves were pulled and tested. Class attended the vessel and confirmed repair and proper operation of main engine. LOP may have been attributed to fuel switching. Case pends.

Loss of propulsion, (27 March): A foreign flag bulk vessel experienced an LOP during their outbound transit in the vicinity of Alcatraz Island. The LOP was due to the loss of fuel pressure resulting from the improper installation of a fuel strainer after cleaning at berth. The fuel strainer on main engine fuel system was re-installed and Coast Guard and Class attended the vessel and witnessed satisfactory operational engine testing. LOP was not attributed to fuel switching. Case pends.

Loss of Propulsion, (30 March): A foreign flag container vessel experienced a loss of propulsion 160NM offshore after departing San Francisco Bay. The vessel's crew identified and repaired a broken articulating arm for lubrication and piston cooling and was able to restore propulsion. Vessel returned to SF Bay for a detailed inspection. Class attested to proper repairs and operation. LOP was not attributed to fuel switching. Case closed.

Reduction of propulsion, (30 March): An inbound foreign flag freight vessel experienced a temporary loss of propulsion abeam of Mile Rock outside the Golden Gate Bridge caused by an abnormal exhaust gas temperature in #3 cylinder resulting in main engine automatic slowdown. The fuel injector in #3 cylinder was replaced. Class attended vessel, witnessed operational testing of main engine and attested to satisfactory repairs. Reduction may have been attributed to fuel switching. Case pends.

Reduction of propulsion, (30 March): While in transit to berth in Oakland, a foreign flag container vessel experienced a reduction in propulsion. The pilot reported that the vessel slowed to allow another vessel to exit the estuary, and was unable to regain speed beyond dead slow ahead. The crew was unable to determine the causative factors in the vessel's reduction of propulsion. Coast Guard and Class attended the vessel and provided guidance regarding vessel engine requiring greater response time while operating on MDO to the crew. Reduction may have been related to fuel switching. Case pends.

VESSEL SAFETY CONDITIONS

Safety Hazard, Intoxicated Crew Member, (09 March): Upon mooring at Oakland Inner Harbor, the Coast Guard received a report that the Master of a foreign flag container vessel appeared to be intoxicated. Coast Guard attended the vessel where the Master was found to have a 0.28% blood alcohol content. The vessel was detained under the STCW convention, due to the Master being deemed no longer fit for duty. Upon arrival onboard of a new Master, the detention was lifted. Case pends.

Safety Detention, (15 March): While onboard a foreign flag bulk vessel conducting an annual safety and security inspection it was determined that the vessel's lifesaving equipment, including both lifeboats and overall material condition, were substandard. Class oversaw the repairs to all of the deficiencies and the detention was lifted. Case pends.

GENERAL SAFETY CASES

Rule 9 Violation, (29 March): The 35ft recreational sailing vessel passed in front of the foreign flag freight vessel, while it was approaching Berth 55 in Oakland, CA. The operator of the S/V was interviewed by the Coast Guard and stated that they were unaware that the freight vessel was mooring and it was an accidental crossing. Upon notification that the operator was informed of the violation, the Pilot decided not to file a formal complaint and the operator was released.

NAVIGATIONAL SAFETY

Letter of Deviation (LOD), Inop Speed Log, (08 Mar): vessel issued an inbound LOD.

Letter of Deviation (LOD), Inop Gyrocompass, (12 Mar): vessel issued an inbound LOD.

Letter of Deviation (LOD), Inop AIS Pilot Plug, (24 Mar): vessel issued an inbound LOD.

Letter of Deviation (LOD), Inop Speed Log, (30 Mar): vessel has an ongoing inbound/outbound LOD.

SIGNIFICANT INCIDENT MANAGEMENT DIVISION CASES

13 Mar 12- Minor discharge, Oakland, Ca. A large sheen was observed near Berth 68 in Oakland Inner Harbor. Due to the large amount of rain, the exact source and amount of oil is unknown. Samples are currently being analyzed to determine source. Case pends.

21 Mar 12- Substantial threat, Oakland Estuary, Oakland, Ca. A mystery drum was removed by Parker Diving Services. Case closed.



**MARINE SAFETY AND SECURITY
INFORMATION BULLETIN
(MSIB) 12-02**



MAR 28 2012

Coast Guard Sector San Francisco
Department of Homeland Security

Passenger Safety During Loading and Unloading

This Marine Safety and Security Information Bulletin (MSIB) reminds San Francisco Bay passenger vessel operators of the need to be ever vigilant during passenger embarkation and disembarkation evolutions.

A recent Marine Casualty (MC) involving a passenger ferry mooring at the San Francisco Ferry Building highlighted the need for continued vigilance during this routine, yet potentially hazardous phase of operations. The ferry had just completed a transit and was mooring up in preparation to unload passengers. The ferry had its starboard side to the dock; its rudders left full, its starboard engine engaged, but only idling ahead, and was using a single spring-line to keep the vessel close to the dock. The investigation discovered that this practice was common for some passenger vessels operating on the Bay with very short turnaround times. The ferry put its loading ramp down between the vessel and the pier, and began to unload passengers. A combination of wind, rebounding wake(s) and a short loading ramp, resulted in the ferry "walking away" from the dock just as the passengers were departing the ferry. As a consequence, the ramp was pulled away from the pier, and it, along with the three passengers on it, fell into the water. Vessel crew and bystanders quickly recovered the passengers who amazingly only sustained minor injuries.

Following the incident, the ferry's operating company immediately changed its policy to prohibit the use of single spring-line moorings to prevent future incidents. While the practice of using a single spring-line for rapid turnaround mooring evolutions may be common in some areas, the prevailing combination of wind, wave, wake and swell activity in and around San Francisco Bay make this a risky operating practice. The Coast Guard is mindful of the need for passenger ferries to stay on time whenever possible however, the safety of passengers should not, under any circumstances, be sacrificed to do so.

I recommend that all passenger vessel operators review their current passenger embarkation and disembarkation practices in the context of this MSIB, and ensure the need for expedience does not compromise passenger safety. This incident is an example of how the use of an apparently accepted practice can still be unsafe, and unnecessarily risk the lives of passengers, crew, and emergency responders.

For additional information regarding this case or recommendation, contact the Sector San Francisco Investigations Division Chief, Mr. Ross Wheatley at (510) 437-3148.

A handwritten signature in blue ink, appearing to read "C. L. Stowe".

C. L. STOWE
Captain, U.S. Coast Guard
Captain of the Port



MARINE SAFETY INFORMATION

BULLETIN (MSIB) 12-01

MAR 21 2012

Coast Guard Sector San Francisco
Department of Homeland Security



Illegal Passenger Vessel Operations in the San Francisco Bay Area

Coast Guard Investigators are receiving increased reports of illegal passenger vessel operations in the San Francisco Bay Area. As a result, Coast Guard Sector San Francisco is issuing an advisory to those who own, operate, or aspire to operate, a small passenger vessel in the Bay Area. Owners and operators must clearly understand when a boat is required to be inspected by the Coast Guard, and what must be done to ensure compliance with the Federal Regulations.

If you carry **one or more** paying passenger(s) on your vessel, then the person operating your vessel must have a Coast Guard issued Merchant Mariner's Credential (license).

In addition, if you carry **more than six** paying passengers on board, your vessel is required to be inspected by the Coast Guard and must have a valid Certificate of Inspection.

The Coast Guard is reaching out to vessel owners and operators in the San Francisco Bay Area. If you are operating a passenger vessel illegally, this is a direct violation of the United States Code and the Code of Federal Regulations. The Coast Guard is authorized to impose a penalty of up to \$32,500, depending on the violation. In addition, if you are a licensed captain and you are found operating a passenger vessel illegally, the Coast Guard will initiate action to suspend or revoke your license.

Regulations for licensing, manning and drug testing requirements can be found in [46 CFR Subchapter B](#).

If you have questions about obtaining a Merchant Mariner's Credential (license), please visit the website for the [National Maritime Center](#), or call 1-888-IASKNMC (1-888-427-5662).

Regulations for vessels carrying **six or less** passengers can be found in [46 CFR Subchapter C](#).

Regulations for vessels carrying **more than six** passengers can be found in [46 CFR Subchapter T](#).

If you would like more information about obtaining a Certificate of Inspection for your vessel, please contact the Coast Guard Sector San Francisco Inspections Division at 510-437-3444.

If you would like to report an illegal charter operation, please call the Coast Guard Sector San Francisco Command Center, 24/7, at 415-399-3547.

C. L. STOWE
Captain, U.S. Coast Guard
Captain of the Port

MARINE SAFETY/SECURITY
INFORMATION BULLETIN (MSIB) 12-03



11 April 2012

Coast Guard Sector San Francisco
Department of Homeland Security



Safety Alert:
Commercial Fishermen Strongly Encouraged to Wear Lives Vest on Deck

This MSIB addresses recent fishing industry deaths as a result of mariners going overboard.

Falls overboard have resulted in the tragic death of two local commercial fishermen during the past three weeks. Both cases happened in cold waters between Half Moon Bay and Monterey, and neither of the victims was wearing a personal flotation device (PFD).

*The National Institute for Occupational Safety and Health (NIOSH) maintains the Commercial Fishing Incident Database (CFID), a surveillance system for workplace fatalities in the commercial fishing industry in the United States. A NIOSH review of available data from 2000-2010 found that: among the 170 fatalities resulting from a person falling overboard and with known causes, 90 (57%) were not witnessed ...[and] regardless of cause, none (0%) of the victims were wearing a personal flotation device (PFD).

Wearing a PFD on deck is the single most important thing commercial fishermen can do to increase their chances of surviving a fall overboard, especially in the cold waters off California. Many fishermen complain that PFDs are bulky and uncomfortable when working on deck; however, the sobering statistic is that if you go overboard without a PFD you are not likely to survive. There are now many new types and styles of PFDs on the market which have been evaluated by fishermen that allow you to work comfortably on deck and could save your life!

Coast Guard Sector San Francisco **strongly recommends** that each commercial fisherman find a comfortable PFD and **wear it** on deck at all times! We also recommend that vessel owners and operators develop a PFD policy requiring everyone working on deck to wear a PFD. Again this is the single most effective preventative action to survive a fall overboard in the most dangerous industry in the nation.

*(Retrieved 04/05/12 from www.cdc.gov, NIOSH Commercial Fishing Safety in U.S).

Sincerely,

A handwritten signature in blue ink that reads "C. L. Stowe".

C. L. STOWE
Captain, U. S. Coast Guard
Captain of the Port

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

**Report of the
U.S. Army Corps of Engineers, San Francisco District
March 8, 2012**

1. CORPS FY 2012 O&M DREDGING PROGRAM

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

- a. **Main Ship Channel (55+2)** –Dredging work complete. (No change)
- b. **Richmond Outer Harbor (and Richmond Long Wharf)** – Dredging work is complete, survey posted. (No change)
- c. **Richmond Inner Harbor** – Completed December 9th to -36 MLLW. (No change)

Oakland O & M Dredging – Dredging is essentially finished. Surveys are being done to detect any high spots.

- d. **Suisun Bay Channel (and New York Slough)** – Bull’s Head reach knockdown completed December 16th -34 MLLW. (No change)
- e. **Pinole Shoal (35+2)** – Dredging work is complete, survey posted. (No change)
- g. **Redwood City/San Bruno Shoal** – Dredging of Redwood City Channel was completed on December 31. (No change)
- h. **San Rafael Across the Flats and Inner Canal Channels:** Clean-up dredging completed January 31. Post-dredge surveys have been posted. (No change)

DEBRIS REMOVAL – Total debris removal for March 2012 was 96.5 tons (Raccoon: 51 tons; Dillard: 37.5 tons, other: 8 tons). Average for March from 2002 to 2011 is 90.4 tons. (Range: 16.5-240 tons)

BASEYARD DEBRIS COLLECTION TOTALS:

| MONTH | GRIZZLY | RACCOON | DILLARD | MISC | TOTAL |
|--------------|----------------|----------------|----------------|-------------|--------------|
| 2012 | TONS | TONS | TONS | TONS | TONS |
| JAN | - | 51 | 54 | 20 | 125 |
| FEB | - | 36 | 28.5 | - | 64.5 |
| MAR | | 51 | 37.5 | 8 | 96.5 |
| APR | | | | | |
| MAY | | | | | |
| JUN | | | | | |
| JUL | | | | | |
| AUG | | | | | |
| SEP | | | | | |
| OCT | | | | | |
| NOV | | | | | |
| DEC | | | | | |

| |
|---------------------|
| YR TOTAL |
| 286 |

3. UNDERWAY OR UPCOMING HARBOR IMPROVEMENTS

None to report.

4. EMERGENCY (URGENT & COMPELLING) DREDGING

No urgent dredging so far in 2012.

5. OTHER WORK

San Francisco Bay to Stockton - This project has received some funding. The Corp is conducting some environmental modeling, economic modeling and is looking into selecting a placement site. **No change.**

Sacramento River Deep Water Ship Channel Deepening - The Corps is actively coordinating with resource agencies and stakeholders to address comments on the DSEIR/EIS (February 2011). **No change.**

HYDROGRAPHIC SURVEY UPDATE

Address of Corps' web site for completed hydrographic surveys:

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

Main Ship Channel: Post-dredge survey completed August 1-2, 2011 has been posted.
Pinole Shoal Channel: Condition survey of mid- to late Feb (16th-24th) were posted on Feb 28.
Suisun Bay Channel: Post-dredge survey of mid-August 2011 has been posted.
New York Slough: Post-dredge survey of August 11-12, 2011 has been posted.
Bull's Head Channel: Condition survey of February 2, 2012 has been posted.
Redwood City: Post-dredge survey of November-December, 2011 has been posted.
San Bruno Shoal: Condition survey completed in June, 2011 has been posted.
Oakland Entrance Channel: Surveys completed in August and September 2009 have been posted.
Oakland Inner Harbor Turning Basin: Survey completed April 2010 has been posted.
Oakland Inner and Outer Harbors – Condition surveys dated May 19-25, 2011 have been posted.
Oakland Outer-Outer Harbor: The special Delta-Echo survey of May 5, 2010 has been posted.
Oakland Inner Harbor - South Brooklyn Basin: November/December 2010 survey posted.
Southampton Shoal: Condition survey of mid-March 2012 was posted on March 27.
Richmond Inner Harbor: Condition survey of late March 2012 was posted on March 29.
Richmond Outer Harbor: Condition survey of March 22, 2011 was posted on March 27.
Northship Channel: Condition survey of June 2011 has been posted.
San Rafael Across-the-Flats and San Rafael Creek: Post-dredge surveys completed last Jan were posted on Feb 8.
Alameda Naval Station Survey (Alameda Point Navigation Channel): Survey completed in June 2011 has been posted.

Disposal Site Condition Surveys:

SF-08 (Main Ship Channel Disposal Site): Survey completed in April 2011 has been posted.
SF-09 (Carquinez): Jan. 4, 2012.
SF-10 (San Pablo Bay): **Condition survey of April 11, was posted on April 12.**
SF-11 (Alcatraz): **Condition survey of April 10, was posted on April 12.**
SF-17 (San Francisco Harbor or Ocean Beach Disposal Site): August 2011 survey has been posted.

FY12 O&M DREDGING PLAN

| Project | 2011 | | | 2012 | | | | | | | | | 2013 | | | Volume | Placement Site | | | |
|-----------------------|-------------|-----|-----|------------------|-----|-----|-----|-----|------------------|-----|-----|------------------|-------------|------------------|-----|--------|----------------|--------|--------|--------|
| | OCT FY12 | NOV | DEC | JAN | FEB | MAR | APR | MAY | JUN | JUL | AUG | SEP | OCT FY13 | NOV | DEC | | | | | |
| Humboldt Bar&Entrance | | | | ESSAYONS 22 DAYS | | | | | | | | | | | | 1mcy | HOODS | | | |
| Humboldt Channels | | | | | | | | | | | | | | | | 300kcy | HOODS | | | |
| SF Main Ship Channel | | | | ESSAYONS 13 DAYS | | | | | | | | | | | | 350kcy | SF-17 | | | |
| Richmond Inner Harbor | * | | | | | | | | ESSAYONS 13 DAYS | | | ESSAYONS 13 DAYS | | | | | 200kcy | SFDODS | | |
| Richmond Outer Harbor | | | | | | | | | ESSAYONS 13 DAYS | | | ESSAYONS 13 DAYS | | | | | 200kcy | SF-11 | | |
| Pinole Shoal | | | | | | | | | ESSAYONS 10 DAYS | | | ESSAYONS 10 DAYS | | | | | 150kcy | SF-10 | | |
| Suisun Bay Channel | | | * | | | | | | YAQUINA 30 DAYS | | | YAQUINA 30 DAYS | | | | | 175kcy | SF-16 | | |
| Oakland Inner Harbor | * | | | | | | | | | | | | | ESSAYONS 13 DAYS | | | | | 200kcy | SFDODS |
| Oakland Outer Harbor | * | | | | | | | | | | | | | ESSAYONS 13 DAYS | | | | | 200kcy | SFDODS |
| Redwood City Harbor | * | | | | | | | | | | | | | | | | | | | |
| San Rafael | * | | | | | | | | | | | | | | | | | | | |

Complete & Ongoing Contracts

Government Hopper

Knockdown

New Dredge Contract

Environmental Window

* Requires resource agencies' approval of Environmental Window Extension



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 12, 2012

- ✎ In March the clearinghouse did not contact OSPR regarding any possible escort violations.
- ✎ In March the clearinghouse did not receive any notifications of vessels arriving at the Pilot Station without escort paperwork.
- ✎ The Clearinghouse has not contacted OSPR in 2012 regarding any possible escort violations. The Clearinghouse called OSPR 3 times in 2011, 6 times in 2010, 8 times in 2009; 4 times in 2008; 9 times in 2007; 9 times in 2006; 16 times in 2005; 24 times in 2004; twice in 2003; twice in 2002; 6 times in 2001; 5 times in 2000.
- ✎ In March there were 101 tank vessel arrivals; 4 Chemical Tankers, 19 Chemical/Oil Tankers, 28 Crude Oil Tankers, 2 LPG's, 16 Product Tankers, and 32 Tugs with Barges.
- ✎ In March there were 293 total arrivals.

San Francisco Bay Clearinghouse Report For March 2012

San Francisco Bay Region Totals

| | <u>2012</u> | | <u>2011</u> | |
|--|-------------|--------|-------------|--------|
| Tanker arrivals to San Francisco Bay | 69 | | 74 | |
| Barge arrivals to San Francisco Bay | 32 | | 31 | |
| Total Tanker and Barge Arrivals | 101 | | 105 | |
| Tank ship movements & escorted barge movements | 354 | | 350 | |
| Tank ship movements | 201 | 56.78% | 226 | 64.57% |
| Escorted tank ship movements | 105 | 29.66% | 101 | 28.86% |
| Unescorted tank ship movements | 96 | 27.12% | 125 | 35.71% |
| Tank barge movements | 153 | 43.22% | 124 | 35.43% |
| Escorted tank barge movements | 64 | 18.08% | 51 | 14.57% |
| Unescorted tank barge movements | 89 | 25.14% | 73 | 20.86% |

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 | 206 | | 323 | | 0 | | 170 | | 699 | |
| Unescorted movements | 133 | 64.56% | 198 | 61.30% | 0 | 0.00% | 85 | 50.00% | 416 | 59.51% |
| Tank ships | 77 | 37.38% | 103 | 31.89% | 0 | 0.00% | 46 | 27.06% | 226 | 32.33% |
| Tank barges | 56 | 27.18% | 95 | 29.41% | 0 | 0.00% | 39 | 22.94% | 190 | 27.18% |
| Escorted movements | 73 | 35.44% | 125 | 38.70% | 0 | 0.00% | 85 | 50.00% | 283 | 40.49% |
| Tank ships | 35 | 16.99% | 55 | 17.03% | 0 | 0.00% | 33 | 19.41% | 123 | 17.60% |
| Tank barges | 38 | 18.45% | 70 | 21.67% | 0 | 0.00% | 52 | 30.59% | 160 | 22.89% |

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 2012

San Francisco Bay Region Totals

| | <u>2012</u> | | <u>2011</u> | |
|--|-------------|--------|-------------|--------|
| Tanker arrivals to San Francisco Bay | 185 | | 706 | |
| Barge arrivals to San Francisco Bay | 98 | | 306 | |
| Total Tanker and Barge Arrivals | 283 | | 1,012 | |
| | | | | |
| Tank ship movements & escorted barge movements | 987 | | 3,275 | |
| Tank ship movements | 562 | 56.94% | 2,100 | 64.12% |
| Escorted tank ship movements | 291 | 29.48% | 1,053 | 32.15% |
| Unescorted tank ship movements | 271 | 27.46% | 1,047 | 31.97% |
| Tank barge movements | 425 | 43.06% | 1,175 | 35.88% |
| Escorted tank barge movements | 149 | 15.10% | 463 | 14.14% |
| Unescorted tank barge movements | 276 | 27.96% | 712 | 21.74% |

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

Escorts reported to OSPR 0 3

| Movements by Zone | Zone 1 | % | Zone 2 | % | Zone 4 | % | Zone 6 | % | Total | % |
|--------------------------|---------------|----------|---------------|----------|---------------|----------|---------------|----------|--------------|----------|
| Total movements | 576 | | 910 | | 0 | | 449 | | 1,935 | |
| Unescorted movements | 369 | 64.06% | 553 | 60.77% | 0 | 0.00% | 211 | 46.99% | 1,133 | 58.55% |
| Tank ships | 212 | 36.81% | 284 | 31.21% | 0 | 0.00% | 116 | 25.84% | 612 | 31.63% |
| Tank barges | 157 | 27.26% | 269 | 29.56% | 0 | 0.00% | 95 | 21.16% | 521 | 26.93% |
| Escorted movements | 207 | 35.94% | 357 | 39.23% | 0 | 0.00% | 238 | 53.01% | 802 | 41.45% |
| Tank ships | 76 | 13.19% | 170 | 18.68% | 0 | 0.00% | 82 | 18.26% | 328 | 16.95% |
| Tank barges | 131 | 22.74% | 187 | 20.55% | 0 | 0.00% | 156 | 34.74% | 474 | 24.50% |

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.

**Dredging Issues Work Group
CA State Lands Commission**

**March 20, 2011.
At 1300 hours**

A G E N D A

- 1- Update current channel condition surveys and survey schedule. Jessica Burton-Evans, USACE.
*(ACE presented latest surveys/soundings for Pinole Shoals for both New and Old channels completed between 16, 17, 21, 23, 24 February 2012. A depth of 34.4 feet showing between lines 422 and 424 on the north side of the channel on sheet C4 limits the present maximum allowed draft) This spot will be dredged during next Essayons visit in June 2012.
Bulls Head channel will again be surveyed in May and dredged according to plan.*
- 2- Update – FY12 Dredging program. Jessica Burton-Evans, USACE.
Same as FY12 O&M Dredging Plan set out by the Corps.
- 3- Proposal to deviate Pinole Shoals / Bulls Head channels to the deeper naturally dug route (previously proposed).
ACE and USCG indicated that the new channel markers are all set up for use.
- 4- Other updates/follow ups
Next meeting for Dredge Issues work group is at 1300 hours on May 5th, 2012. At the same place.
- 5- Comments/suggestions from attendees.
Foss rep (Mike Erwin) raised concern about shoaling near Fruitvale bridge, ACE Jessica explained that the ACE did not maintain that part of the estuary and recommended FOSS to begin a process through the Corps to dredge the area themselves (FOSS).

Dredge Issues Work Group

Esam Amso
Chair



CALIFORNIA STATE LANDS COMMISSION

HARBOR SAFETY COMMITTEE MONTHLY REPORT - MARCH COMPARISON

VESSEL TRANSFERS

| | Total Transfers | Total Vessel Monitors | Total Transfer Percentage |
|--------------------|-----------------|-----------------------|---------------------------|
| MARCH 1 - 31, 2011 | 228 | 107 | 46.93 |
| MARCH 1 - 31, 2012 | 236 | 91 | 38.56 |

CRUDE OIL / PRODUCT TOTALS

| | Crude Oil (D) | Crude Oil (L) | Overall Product (D) | Overall Product (L) | GRAND TOTAL |
|--------------------|-----------------|-----------------|-----------------------|-----------------------|-------------|
| MARCH 1 - 31, 2011 | 13,503,000 | 340,000 | 18,757,672 | 8,384,096 | 27,141,768 |
| MARCH 1 - 31, 2012 | 12,686,048 | 0 | 16,173,692 | 9,090,076 | 25,263,768 |

OIL SPILL TOTAL

| | Terminal | Vessel | Facility | Total | Gallons Spilled 24 Gallons/Gasoline |
|--------------------|----------|--------|----------|-------|--|
| MARCH 1 - 31, 2011 | 1 | 0 | 0 | 1 | |
| MARCH 1 - 31, 2012 | 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 FOR YEAR 2010

VESSEL TRANSFERS

| | Total Transfers | Total Vessel Monitors | Total Transfer Percentage |
|--|-----------------|-----------------------|---------------------------|
| JANUARY 1, 2010 to DECEMBER 31, 2010 | 2631 | 1139 | 43.29 |

CRUDE OIL / PRODUCT TOTALS

| | Crude Oil (D) | Crude Oil (L) | Overall Product (D) | Overall Product (L) | GRAND TOTAL |
|--|-----------------|-----------------|-----------------------|-----------------------|-------------|
| JANUARY 1, 2010 to DECEMBER 31, 2010 | 147,016,955 | 300,000 | 205,374,688 | 93,651,082 | 299,025,770 |

OIL SPILL TOTAL

| | Terminal | Vessel | Facility | Total | Gallons Spilled |
|--|------------------------------|--------|----------|-------|-----------------|
| JANUARY 1, 2010 to DECEMBER 31, 2010 | *** PLEASE SEE ATTACHED. *** | | | | |

*** 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.

