

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, May 10, 2012

Port Commission Room, Ferry Building, San Francisco, 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 1001. **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; **John Berge** (M), Pacific Merchant Shipping Association (PMSA); **Margot Brown** (M), National Boating Federation; **Ron Chamberlain** (M), Port of Benicia; **Jessica Burton Evans**, US Army Corps of Engineers (USACE); **Aaron Golbus** (M), Port of San Francisco; **Capt. Bruce Horton** (M), San Francisco Bar Pilots; (Bar Pilots); **Jim McGrath** (M), Bay Conservation and Development Commission, (BCDC); **Capt. Pat Murphy** (M), Blue & Gold Fleet; **William Nickson** (A), Transmarine Navigation; **Chris Peterson** (M), Port of Oakland; **Marina V. Secchitano** (M), Inlandboatmen's Union; **Deb Self** (M), San Francisco Bay Keeper; **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); **Lt. Cmdr. DesaRae Janzen**, USCG; **Carol Keiper** (A), Oikonos Ecosystem Knowledge; **Natalie C. Manning**, NOAA; **Mike Marcy** (A), Tesoro Refining and Marketing; **William Needham** (A), National Boating Federation; **Scott Schaefer**, OSPR; **Linda Scourtis** (A), BCDC; **David Stevens**, California State Lands Commission (State Lands).

The meetings are always open to the public.

Approval of the Minutes

There were corrections to the minutes of the April 12, 2012 meeting: On page two at the fourth bullet, strike the words *Double-Handed*. On page six at the second bullet of the Prevention Through People Work Group Report correct the spelling of "tug was" to tug wash. A motion to accept the corrected minutes of the meeting of April 12 was made and seconded. It passed without discussion or dissent.

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Comments by the Chair – Capt. Korwatch

- **Capt. Korwatch** welcomed visiting representatives from Maritime Information Services of North America, an organization of maritime information exchanges, and **Schaeffer**.

Coast Guard Report – Capt. Stowe

- The comment period for the America's Cup rules had ended. There were approximately eighty comments, mostly from board sailors.
- The case of the *Pacific Sea*, that had been adrift for two days off Bodega Bay, highlighted the situation that loss-of-propulsion cases from any cause are of the highest priority.
- Off-shore racing events had been suspended after five sailors on the *Low Speed Chase* died during a race around the Farallones Islands. US Sailing, the governing body for the sport, had been invited to conduct an independent review of the accident. This is a non-regulatory process and **Capt. Stowe** said that she was pleased with the cooperation of the sailing community. Procedures for granting permits for off-shore races were also being examined. There are about twenty-four such events per year.
- A safety zone would be established at the Golden Gate Bridge for the estimated forty-five minute duration of the fireworks display in celebration of the bridge's 75th anniversary.
- The fog sensor procurement process had begun. Capt. Stowe thanked the Navigation Work Group and the Port of Oakland for their help.
- Opening Day on the Bay had gone well.
- **Lt. Cmdr. Janzen** read from the Prevention/ Response report that is attached to these minutes. She thanked the HSC for the flowers received and said that June meeting would be her last before her change of command. There was a round of applause.

US Army Corp of Engineers Report – Evans

- **Evans** read from a report that is attached to these minutes. The latest schedule for operations and maintenance dredging is also attached.

McGrath asked whether the shoal at Bull's Head Reach was predictable. **Evans** said that it was, and that it qualified for advance maintenance dredging. **Capt. Horton** suggested that quarterly surveys at Bull's Head Reach were not sufficient. **Evans** said that USACE was limited by the availability of funds, but that anyone was free to survey a Federal channel at any time.

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Capt. Jay Jewess, USCG, asked about the status of debris removal funding. Ken Danielson, USACE, said that funding was likely to be sufficient.

Clearing House Report – Steinbrugge

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

OSPR Report – Schaefer

- A settlement of 1.96 million dollars had been reached in the case of the *Dubai Star* spill in October 2009.
- The number of oil spills over a gallon had declined from forty-three in 2009, to thirty-two in 2010, and twenty-two in 2011.
- The number of loss-of-propulsion incidents due to fuel switching appeared to be on a downward trend since the publication of Capt. Cowan's technical paper on best practices. OSPR shares the Coast Guard's concern that the overall number of incidents is still too high regardless of the cause.
- OSPR has no official position on Assembly Bill 2005 to ease regulations on vessels between three hundred and four hundred gross registered tons. They are working with the sponsor of the bill with an eye towards streamlining regulations for larger non-tank vessels.
- OSPR is officially opposed to Assembly Bill 1601. They were working with the author of the bill.
- OSPR is officially opposed to Senate Bill 1601 unless amended.
- OSPR had gained sixteen new positions to implement risk-based monitoring. Hiring would begin July 1.
- OSPR had been pushing for more boom deployment drills. Industry asked OSPR to try attending their own training sessions first. That solution was working well.
- The new video on best practices for fuel transfer operations at anchor was scheduled to be ready by the end of the year. OSPR will be a copyright owner so that it can give the video away for free.
- OSPR was working with Coast Guard to examine the readiness of oil spill response organizations (OSRO's). To improve their response capability training in the Incident Command System (ICS) was being required. A change in regulations to require better exercises was being pursued.
- Funds to respond to incidents on inland waters were not in the budget for the next fiscal

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year. OSPR was looking for a source of funding.

- OPSR continues to investigate streamlining non-tank vessel contingency plans. They were looking at Alaska's plan which is only five pages long.
- Mark your calendars for Prevention First October 23 and 24 in Long Beach, which was to be followed by the West Coast Harbor Safety Summit on October 25.
- **Shawn Bennett**, Baydelta Maritime, was sworn in as the alternate representative for tug operators.

Berge asked when the expansion of streamlined contingency plans for non-tank vessels might be implemented, and whether they would require statutory or regulatory changes. **Schaefer** said that the new plans were expected to be ready in 2013. Some statutory changes would be required but no obstacles were foreseen.

NOAA Report – Wheaton

- The Gulf of the Farallones Marine Sanctuary (GFNMS) was scheduled to begin a review of their exclusion zone in the near future. The review will follow Federal Register procedure, but those interested were invited to get in touch with **Maria Brown**, GFNMS.
- Introduced **Manning**.

COSCO Busan Settlement Funds – Manning

- A copy of **Manning's** presentation is available at the Marine Exchange web site by following the following tinyurl: <http://tinyurl.com/7fswbj6>

McGrath cited examples of government entities putting in requests for more funds than were available and asked how the conflicting requests would be resolved. **Manning** said that the trustee council would make determinations on the state administered funds and that the counties were on their own regarding entities in their jurisdiction.

Capt. Korwatch asked whether the settlement from the *Dubai Star* spill would be handled in the same way. **Manning** said that would be handled by the state.

State Lands Report – Stevens

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

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Risk assessment of vessel traffic on the endangered blue and humpback whales in and near the San Francisco shipping lanes – Keiper.

- A copy of **Keiper's** presentation is available at the Marine Exchange web site by following the following tinyurl:<http://tinyurl.com/7zkqgcj>

Tug Operations Work Group – Bennett

- There was nothing to report.

Navigation Work Group – Capt. Horton

- There was nothing to report.

Ferry Operation Work Group – Capt. Murphy

- They had one meeting to review Vessel Mutual Assistance Plan (VMAP) and were looking to collect additional information before meeting the next meeting on the topic.

Dredge Issues Work Groups – Capt. Amso

- They had met to discuss finalization of the Pinole Shoals Channel realignment.

Physical Oceanographic Real Time System (PORTS) – Peterson

- There was nothing to report.

Prevention through People Work Group – Brown

- **Brown** read the draft letter of recommendation to OSPR that it add boating safety information to its social media presence on the internet. A copy of the letter is attached to these minutes. **McGrath** spoke in favor of the letter. No one expressed opposition. A motion to forward the recommendation to OSPR was made and seconded. It passed without dissent.

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Harbor Safety Plan Update – Scourtis

- Things were going well so far, so the update was expected to be completed on time.

PORTS Report – Steinbrugge

- Sensors will be installed at Pier 27, San Francisco, in 2014 after the passenger terminal is complete.
- The AMORCO sensor was scheduled to be installed in October.
- Maintenance was completed for the two buoy-mounted sensors.

Public Comment

Catherine Hooper, San Francisco Fleet Week Association, said that they were working with the Golden Gate Bridge District to round up some Navy vessels for their 75th Anniversary celebration.

Old Business

There was none.

New Business

There was none.

Next Meeting

Capt. Korwatch said that the next meeting will be held at 1000, June 14 at the Port of Oakland's Exhibit Room, Oakland, California.

Harbor Safety Committee

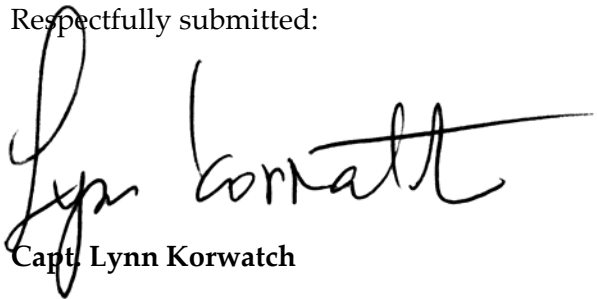
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Adjournment

Secchitano moved that the meeting adjourn in memory of the five sailors lost from the *Low Speed Chase*. The motion was seconded, and it passed without discussion or dissent. Capt. Korwatch adjourned the meeting at 1145.

Respectfully submitted:

A handwritten signature in black ink, appearing to read "Lynn Korwatch". The signature is written in a cursive style with a long horizontal stroke extending to the right.

Capt. Lynn Korwatch

PREVENTION / RESPONSE - SAN FRANCISCO HARBOR SAFETY STATISTICS

April-12

PORT SAFETY CATEGORIES

	2012	2011	3yr Avg
1. Total Number of Port State Control Detentions for period:	2	0	0.5
SOLAS (2), STCW (0), MARPOL (0), ISM (0), ISPS (0)			
2. Total Number of COTP Orders for the period:	10	3	1.7
Navigation Safety (8), Port Safety & Security (2), ANOA (0)			
3. Marine Casualties (reportable CG 2692) within SF Bay: Allision (1), Collision (0), Fire (0), Grounding (1), Sinking (0), Steering (1), Propulsion (4), Personnel (0), Other (0), Power (0)	7	4	7.1
4. Total Number of (routine) Navigation Safety related issues / Letters of Deviation: Radar (0) Gyro (1), Steering (0), Echo sounder (0), AIS (0), AIS-835 (0), ARPA (0), SPD LOG (3), R.C. (0), Other (0)	4	3	4.6
5. Reported or Verified "Rule 9" or other Navigational Rule Violations within SF Bay:	1	0	0.4
6. Significant Waterway events or Navigation related cases for the period:	1	0	0.1
7. Maritime Safety Information Bulletins (MSIBs):	0	0	0.1
Total Port Safety (PS) Cases opened for the period:	23	10	14.5

MARINE POLLUTION RESPONSE

* Source Identification (Discharges):

VESSELS	2012	2011	3yr Avg
U.S. Commercial Vessels	6	1	1.4
Foreign Freight Vessels	0	1	0.2
Public Vessels	0	0	0.6
Commercial Fishing Vessels	0	0	0.7
Recreational Vessels	6	4	3.7
FACILITIES			
Regulated Waterfront Facilities	0	0	0.8
Regulated Waterfront Facilities - Fuel Transfer	1	0	0.4
Other Land Sources	5	5	3.6
Mystery Spills - Unknown Sources	14	8	4.9
Number of Oil/Hazmat Pollution Incidents within San Francisco Bay for Period			
1. Spills < 10 gallons	1	3	8.4
2. Spills 10 - 100 gallons	1	0	1.6
3. Spills 100 - 1000 gallons	0	0	0.3
4. Spills > 1000 gallons	0	0	0.1
5. Spills - Unknown	30	16	8.1
Total:	32	19	19.1
TOTAL OIL DISCHARGE AND HAZARDOUS MATERIALS RELEASE VOLUMES BY SPILL SIZE CATEGORY:			
1. Estimated spill amount from U.S. Commercial Vessels:	0	1	29.9
2. Estimated spill amount from Foreign Freight Vessels:	0	0	0.1
2. Estimated spill amount from Public Vessels:	0	0	0.6
3. Estimated spill amount from Commercial Fishing Vessels:	30.5	0	33.3
4. Estimated spill amount from Recreational Vessels:	0	1	20.7
5. Estimated spill amount from Regulated Waterfront Facilities:	0	0	8.7
6. Estimated spill amount from Regulated Waterfront Facilities - Fuel Transfer:	0	0	0.7
7. Estimated spill amount from Other Land Sources:	0	3	107.2
8. Estimated spill amount from Unknown sources:	0	5	5.3
TOTAL OIL DISCHARGE AND/OR HAZARDOUS MATERIAL RELEASE VOLUMES (GALLONS):	30.5	10	208.3
Civil Penalty Cases for Period	0	0	0.1
Notice of Violations (TKs)	0	0	0.8
Letters of Warning	2	0	2.1
TOTAL PENALTY ACTIONS:	2	0	2.9

SIGNIFICANT PORT SAFETY AND SECURITY CASES (April 2012)

MARINE CASUALTIES - PROPULSION/STEERING

Loss of propulsion (05 April): While transiting to Oakland Inner Harbor a U.S. flag container vessel experienced a loss of power and subsequent loss of propulsion (LOP). Vessel regained power and safely moored with a two-tug escort. A faulty speed control governor caused the ship's generator to shut down which disabled propulsion controls to the main engine causing the loss of propulsion. Once a second generator was started and brought on line the main engine was fully operational. The faulty governor was replaced and successfully tested. LOP was not attributed to fuel switching. Case closed.

Allision (07 April): A U.S. flag passenger vessel allided with a recreational vessel while mooring at Pier 33, San Francisco. The passenger vessel did not have passengers onboard at the time of the allision and suffered a small dent in the bow. The recreational vessel suffered minor paint damage. The cause of the allision is under investigation. Case pends.

Loss of propulsion (18 April): An inbound foreign flag container vessel experienced a loss of propulsion (LOP) while maneuvering in the Stockton turning basin. The LOP was the result of faulty puncture valves on two main fuel pumps combined with the tight tolerances required to operate on MDO. The puncture valves were replaced and the engine was successfully tested. LOP may have been attributed to fuel switching. Case pends.

Loss of steering (21 April): A foreign flag tank vessel experienced erratic steering control while transiting outbound from Richmond, CA. The cause was determined to be a faulty control component (potentiometer) at the bridge steering control station causing the rudder to continuously swing back and forth around the ship wheel's position. The potentiometer was replaced successfully. Case pends.

Loss of propulsion (22 April): Vessel Traffic Service (VTS) observed a foreign flag bulk vessel drifting offshore north of San Francisco 24NM west of Point Reyes. Upon hailing vessel VTS discovered vessel had lost propulsion and was attempting to effect repairs. The vessel remained adrift for three days and on 26 April, was towed into San Francisco and berthed at the Port of Oakland with multiple tugs. Coast Guard Inspectors and Class attended the vessel and determined that the cause of the LOP was poor heavy fuel oil purchased overseas. LOP was not attributed to fuel switching. Case pends.

Loss of propulsion (23 April): An inbound foreign container vessel suffered a loss of propulsion (LOP) while approaching Oakland berth 58. After three additional attempts, the engine responded. The vessel safely moored without further incident. LOP caused by a sticking pneumatic solenoid valve in the start air system. The valve was overhauled/cleaned and main engine successfully tested. LOP was not attributed to fuel switching. Case pends.

Grounding (24 April): A U.S. flag tug vessel was maneuvering between Buoys 14 and 17 in the Richmond Channel when it touched bottom. The tug moored safely in Richmond. Cause of grounding and extent of damage, if any, is under investigation.

VESSEL SAFETY CONDITIONS

Vessel Detention (05 April): A foreign flag bulk vessel was detained under SOLAS due to crew competency as demonstrated by its failure to adequately perform fire drills. Vessel owners' representative conducted crew training and Coast Guard witnessed satisfactory fire drills. Case pends.

Vessel Detention (12 April): A foreign flag bulk vessel was detained under SOLAS for serious safety discrepancies with their free-fall lifeboat. Lifeboat had fiberglass patch in bow that was leaking in rainwater which compromised its structural integrity. Repairs were made prior to vessel departure. Case pends.

GENERAL SAFETY CASES

Recreational Vessel Casualty/Loss of Life, (14 April): S/V LOW SPEED CHASE capsized and grounded on Southeast Farallon Island during the Full Crew Farallones Race. This casualty resulted in the loss of five lives. SFPD had jurisdiction over this recreational vessel casualty and has completed an investigation. As a result of this casualty, COTP San Francisco temporarily restricted offshore racing permits to allow for completion of an independent safety review led by U.S. Sailing. COTP also called on all offshore racing event sponsors to conduct safety reviews/stand-downs during this period.

Possible Rule 9 Violation, (29 April): The pilot onboard a foreign bulk vessel reported that they had to maneuver around a houseboat anchored in the Stockton Deep Water Channel. The houseboat was boarded by Coast Guard personnel where it was anchored on the edge of the channel between two buoys. The houseboat was re-positioned further outside of the channel. Case closed.

NAVIGATIONAL SAFETY

Letter of Deviation (LOD), Inop Speed Log, foreign flag tank vessel (03 Apr): Vsl issued an ongoing inbound/outbound LOD.

Letter of Deviation (LOD), Inop Speed Log, foreign flag bulk carrier (04 Apr): Vsl issued an inbound LOD.

Letter of Deviation (LOD), Inop Gyro Compass, foreign flag container ship (07 Apr): Vsl issued an outbound LOD.

Letter of Deviation (LOD), Inop Speed Log, foreign flag tank vessel (09 Apr): Vsl has an inbound LOD.

SIGNIFICANT INCIDENT MANAGEMENT DIVISION CASES

20 April - The Coast Guard received a report of a "white" substance coming from beneath the vessel at California Oil Co., in Richmond, CA. IMD responded and determined that the substance was naturally occurring substance, or organic. Case Closed.

25 April - Sailing vessel sank at the dock off the Bair Island Aquatic Center in Redwood City, CA. Case was federalized and Ballard Diving and Salvage was contracted. Approx. 25 gals of gasoline was removed from the vessel. Letter of Warning (LOW) was issued.

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

**Report of the
U.S. Army Corps of Engineers, San Francisco District
May 10, 2012**

1. CORPS FY 2012 O&M DREDGING PROGRAM

The following is this year's O & M dredging program for San Francisco Bay.

- a. **Main Ship Channel (55+2) –Dredging to start in early June.**
 - b. **Richmond Outer Harbor (and Richmond Long Wharf) – Dredging to start in mid-June.**
 - c. **Richmond Inner Harbor – Dredging to start in August.**
- Oakland O & M Dredging – FY11 Dredging is mostly complete, high spot clean-up in progress. FY13 Dredging to start in October, pending availability of funds.**
- d. **Suisun Bay Channel (and New York Slough) – Coordinating action to address shoal in Bullshead Reach prior to August. Dredging to start in August.**
 - e. **Pinole Shoal (35+2) – Dredging to start in early-July.**
 - g. **Redwood City/San Bruno Shoal – Coordinating knockdown action to address high spots. No planned dredging.**

DEBRIS REMOVAL – Total debris removal for April 2012 was 89.5 tons (Raccoon: 67 tons; Dillard: 20.5 tons, other: 2 tons). Average for April from 2002 to 2011 is 61.6 tons. (Range: 26 [staff shortage] -112.5 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		67	20.5	2	89.5
MAY					
JUN					
JUL					
AUG					
SEP					
OCT					
NOV					
DEC					

YR TOTAL
375.5

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: Pre-dredge survey completed April 24, 2012 was posted April 26, 2012.

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 April 20, 2012 was posted April 26, 2012.

Redwood City Harbor: Condition survey of mid-March was posted May 3, 2012.

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: Post-dredge surveys dated late Jan – early April 2012 were posted April 20, 2012

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.

Napa River: Condition surveys of early- to mid-April were posted on May 1, 2012

Northship Channel: Condition survey of June 2011 has been posted.

San Leandro Marina (and Channel): Condition survey of April 30 – May 2 was posted on May 8.

San Rafael Cross-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 May 3, was posted on May 8.

SF-17 (San Francisco Harbor or Ocean Beach Disposal Site): April 2012 survey has been posted (date unknown).

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 28 DAYS										1mcy	HOODS
Humboldt Channels																300kcy	HOODS
SF Main Ship Channel							ESSAYONS 13 DAYS									350kcy	SF-17
Richmond Inner Harbor	*								*	*	*				200kcy	SFDODS	
Richmond Outer Harbor	*	*					ESSAYONS 12 DAYS			*	*	*	*	*		200kcy	SF-11
Pinole Shoal	*	*						ESSAYONS 10 DAYS			*	*	*	*		150kcy	SF-10
Suisun Bay Channel	*	*	*							YAQUINA 30 DAYS			*	*		175kcy	SF-16
Oakland Inner Harbor	*										*	*	*		200kcy	SFDODS	
Oakland Outer Harbor	*										*	*	*		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
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San Francisco Clearinghouse Report

May 10, 2012

- ✎ In April the clearinghouse did not contact OSPR regarding any possible escort violations.
- ✎ In April 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 April there were 100 tank vessel arrivals; 7 Chemical Tankers, 12 Chemical/Oil Tankers, 28 Crude Oil Tankers, 2 LPG's, 20 Product Tankers, and 31 Tugs with Barges.
- ✎ In April there were 289 total arrivals.

San Francisco Bay Clearinghouse Report For April 2012

San Francisco Bay Region Totals

	<u>2012</u>		<u>2011</u>	
Tanker arrivals to San Francisco Bay	69		62	
Barge arrivals to San Francisco Bay	31		31	
Total Tanker and Barge Arrivals	100		93	
Tank ship movements & escorted barge movements	320		296	
Tank ship movements	210	65.63%	182	61.49%
Escorted tank ship movements	104	32.50%	97	32.77%
Unescorted tank ship movements	106	33.13%	85	28.72%
Tank barge movements	110	34.38%	114	38.51%
Escorted tank barge movements	43	13.44%	41	13.85%
Unescorted tank barge movements	67	20.94%	73	24.66%

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	205		307		0		129		641	
Unescorted movements	143	69.76%	208	67.75%	0	0.00%	79	61.24%	430	67.08%
Tank ships	81	39.51%	103	33.55%	0	0.00%	44	34.11%	228	35.57%
Tank barges	62	30.24%	105	34.20%	0	0.00%	35	27.13%	202	31.51%
Escorted movements	62	30.24%	99	32.25%	0	0.00%	50	38.76%	211	32.92%
Tank ships	24	11.71%	38	12.38%	0	0.00%	21	16.28%	83	12.95%
Tank barges	38	18.54%	61	19.87%	0	0.00%	29	22.48%	128	19.97%

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	254		706	
Barge arrivals to San Francisco Bay	129		306	
Total Tanker and Barge Arrivals	383		1,012	
Tank ship movements & escorted barge movements	1,307		3,275	
Tank ship movements	772	59.07%	2,100	64.12%
Escorted tank ship movements	395	30.22%	1,053	32.15%
Unescorted tank ship movements	377	28.84%	1,047	31.97%
Tank barge movements	535	40.93%	1,175	35.88%
Escorted tank barge movements	192	14.69%	463	14.14%
Unescorted tank barge movements	343	26.24%	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	781		1,217		0		578		2,576	
Unescorted movements	512	65.56%	761	62.53%	0	0.00%	290	50.17%	1,563	60.68%
Tank ships	293	37.52%	387	31.80%	0	0.00%	160	27.68%	840	32.61%
Tank barges	219	28.04%	374	30.73%	0	0.00%	130	22.49%	723	28.07%
Escorted movements	269	34.44%	456	37.47%	0	0.00%	288	49.83%	1,013	39.32%
Tank ships	100	12.80%	208	17.09%	0	0.00%	103	17.82%	411	15.95%
Tank barges	169	21.64%	248	20.38%	0	0.00%	185	32.01%	602	23.37%

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 - APRIL COMPARISON

VESSEL TRANSFERS

	Total Transfers	Total Vessel Monitors	Total Transfer Percentage
APRIL 1 - 30, 2011	201	89	44.28
APRIL 1 - 30, 2012	227	108	47.58

CRUDE OIL / PRODUCT TOTALS

	Crude Oil (D)	Crude Oil (L)	Overall Product (D)	Overall Product (L)	GRAND TOTAL
APRIL 1 - 30, 2011	13,973,400	80,000	17,460,055	8,441,884	25,901,939
APRIL 1 - 30, 2012	14,348,587	0	16,890,087	8,718,920	25,609,007

OIL SPILL TOTAL

	Terminal	Vessel	Facility	Total	Gallons Spilled
APRIL 1 - 30, 2011	0	0	0	0	0
APRIL 1 - 30, 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.

Draft

Scott Schaefer, Administrator
Office of Spill Prevention and Response
1700 'K' Street, Suite 250
Sacramento, California 95814

Dear Mr Schaefer,

The San Francisco Bay Region Harbor Safety Committee is aware of navigational conflicts between recreational and commercial vessels. Receiving frequent recreational water-oriented safety information would help promote safe interactions between commercial and recreational vessels of all types.

The Committee recommends OSPR periodically post safety information on its social media sites to help promote safety and understanding between mariners.

IV. Anchorages

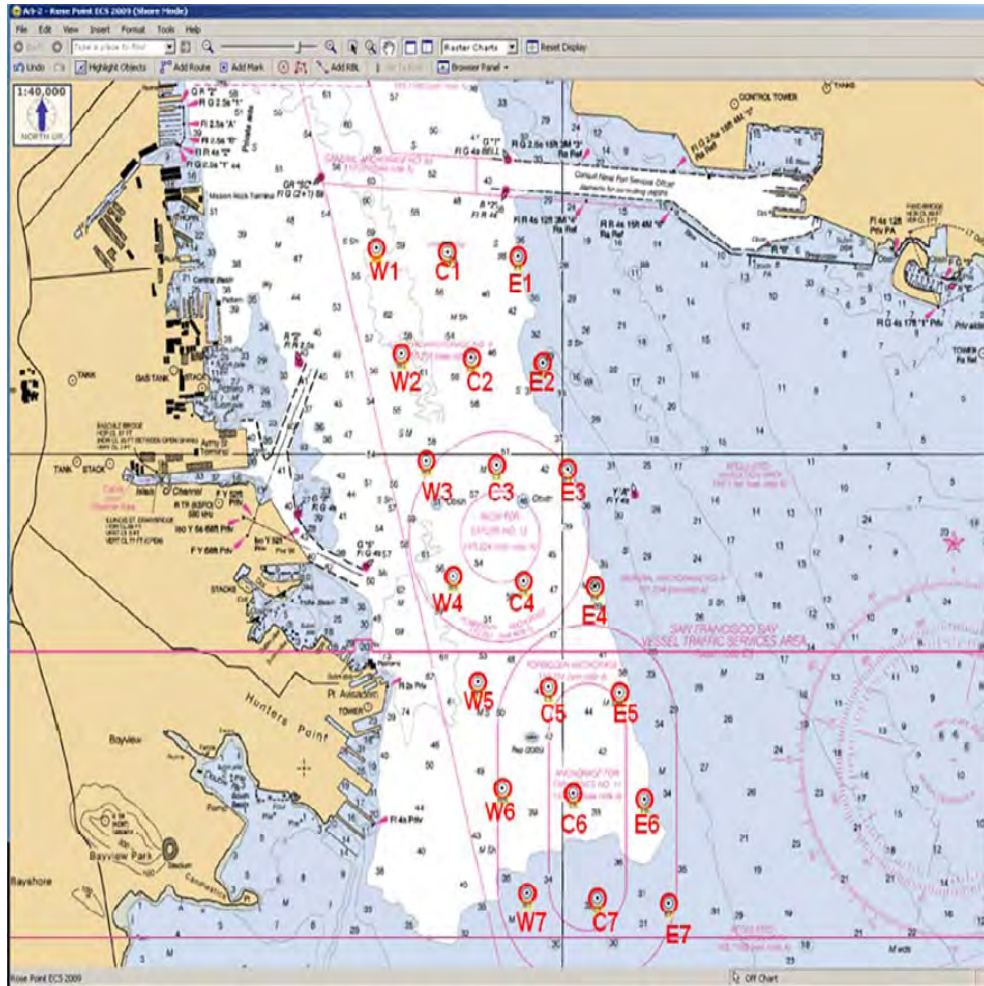
Due to the extent of the Bay, a number of federally designated anchorages have been established in the San Francisco, San Pablo, and Suisun Bays and the San Joaquin and Sacramento Rivers. The *Coast Pilot* lists the area's anchorages and limitations. See 33 CFR 110.224 for regulations governing anchorages in the San Francisco Bay region. The regulations can be found on the web in the Code of Federal Regulations at www.gpoaccess.gov.

Anchorage 9 is the only anchorage designated by the U.S. Coast Guard Captain of the Port where lightering of tankers and bunkering of vessels is allowed. Several explosive anchorages also exist, primarily within Anchorages 5 and 9 (see Map below). Explosive Anchorage 14, within Anchorage 9, was realigned in 1997 to provide deeper water in order to allow vessels laden with explosives, and with drafts of 38 feet or greater, to safely anchor. This also minimized potential overcrowding of vessels anchored within the northern portion of Anchorage 9. Notice of activation of an explosive anchorage is made in the Coast Guard Notice to Mariners to advise vessels not to anchor within the area while vessels are laden with explosives within the Anchorage.

The Vessel Traffic Service (VTS), working in conjunction with the SF Bar Pilots (SFBP) has developed an anchorage berthing scheme in anchorage 9 in south San Francisco Bay. This berthing scheme is intended to provide more efficient and organized use of available anchorage space and leverage AIS technology to manage the anchoring of vessels.

The scheme creates twenty-four anchor berths laid out in three north-south columns and eight east-west rows. At the center of each berth is a .1 nautical mile (200 yards) "drop bucket" inside which vessels are to drop anchor. The layout provides for .6 nautical miles (1200 yards) of north-south separation and .45 nautical miles (900 yards) of east-west separation between vessels, allowing more than sufficient room for vessels to swing with the current without colliding. The western-most column lies .25 nautical miles from the western anchorage boundary and the northern-most row lies .35 nautical miles from the northern anchorage boundary, also allowing vessels to swing with the current while remaining inside the anchorage.

This scheme was presented to the Harbor Safety Committee on March 10, 2011 and a trial period began on March 14. As this scheme has proved successful, it is now proposed as a local anchoring protocol or best practice. If accepted, final coordinates will be provided to NOAA's Coastal Survey for inclusion in future editions of nautical charts, and amended language will be included in Coast Pilot 7.



New Anchorage 9 Berth Layout Information Sheet

- Twenty-four .1NM (200 yard) Drop Buckets
- Arranged in three North-South Columns and Eight East/West Rows
- Spacing: .6NM north/south (1200 yds) between rows, .45NM east/west (900 yds) between columns
- Western-most column is .25 NM (500 yards) from western boundary
- Northern-most row is .35 NM (700 yards) from the northern boundary
- Accommodates twenty-four vessels
- Vessels should strive to let go anchor in center of drop bucket

ANCHORAGE 9 BERTH COORDINATES COORDINATES INDICATE CENTER OF .1NM (200YD) DROP BUCKET

Berth	Latitude	Longitude
Western Column		
W1	37° 46.149'N	122° 21.504'W
W2	37° 45.562'N	122° 21.305'W
W3	37° 44.972'N	122° 21.104'W
W4	37° 44.332'N	122° 20.886'W
W5	37° 43.747'N	122° 20.688'W
W6	37° 43.159'N	122° 20.488'W
W7	37° 42.578'N	122° 20.289'W
W8	37° 41.991'N	122° 20.092'W
Center Column		
C1	37° 46.125'N	122° 20.935'W
C2	37° 45.539'N	122° 20.376'W
C3	37° 44.948'N	122° 20.535'W
C4	37° 44.305'N	122° 20.317'W
C5	37° 43.719'N	122° 20.118'W
C6	37° 43.131'N	122° 19.919'W
C7	37° 42.550'N	122° 19.723'W
C8	37° 41.961'N	122° 19.524'W
Eastern Column		
E1	37° 46.102'N	122° 20.363'W
E2	37° 45.514'N	122° 20.164'W
E3	37° 44.925'N	122° 19.963'W
E4	37° 44.275'N	122° 19.742'W
E5	37° 43.688'N	122° 19.542'W
E6	37° 43.101'N	122° 19.343'W
E7	37° 42.522'N	122° 19.146'W
E8	37° 41.932'N	122° 18.947'W

