

# 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, June 11, 2009

Bayside Conference Center Pier 1, Port of San Francisco, 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 1001. **Alan Steinbrugge**, Marine Exchange of the San Francisco Bay Region (Marine Exchange), confirmed a quorum of the HSC.

Committee members (M) and alternates (A) in attendance with a vote: **Capt. Esam Amso** (A), Valero Marketing and Supply Company; **John Berge** (M), Pacific Merchant Shipping Association (PMSA); **Margot Brown** (M), National Boating Federation; **Ron Chamberlain** (M), Port of Benicia; **Capt. John Cronin** (M), Matson Navigation Company; **Aaron Golbus** (M), Port of San Francisco; **Lt. Col. Laurence M. Farrell**, United States Army Corps of Engineers (USACE); **Capt. Fred Henning** (M), Baydelta Maritime; **Capt. Bruce Horton** (M), San Francisco Bar Pilots (Bar Pilots); **Jennifer Kovecses** (M), San Francisco Baykeeper; **Chris Peterson** (M), Port of Oakland; **Capt. Ray Shipway** (A), International Organization of Masters, Mates, and Pilots; **Cmdr. Andrew Wood**, United States Coast Guard (USCG); **Gerry Wheaton** (A), National Oceanic and Atmospheric Administration (NOAA); **Thomas Wilson** (M), Port of Richmond.

Alternates present, and those reporting to the HSC: **Ted Blanckenberg** (A), AMNAV Maritime Services; **Bob Chedsey**, California State Lands Commission (State Lands); **Capt. Lynn Korwatch**, Marine Exchange; **Capt. Peter McIsaac** (A), Bar Pilots; **William Needham** (A), National Boating Federation; **William Nickson** (A), Transmarine Navigation Corporation; **Rob Lawrence**, (USACE); **Linda Scourtis** (A), BCDC; **Capt. Gary Toledo**, California Office of Spill Prevention and Response (OSPR).

The meetings are always open to the public.

### Approval of the Minutes

There was a correction to the minutes of May 14: The list of members in attendance should show that **Capt. Amso** was an alternate in attendance with a vote. The USCG representative was **Cmdr. Andrew Wood**. His name should replace that of **Lt. Cmdr. Drew Steadman** on page two, at the Coast Guard Report. Strike any other examples of **Lt. Cmdr. Steadman's** name from the minutes.

A motion to accept the corrected minutes of May 14, was made, and seconded. The motion passed without discussion or dissent.

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Comments by the Chair – Lundstrom

- **Governor Arnold Schwarzenegger** had signed an executive order freezing California contracts. That could affect the Marine Exchange's secretariat contract that supports the work of the HSC. That could also affect the Physical Oceanographic Real Time System (PORTS) program. Capt. Toledo would offer more detail during his report.

## Report on National Harbor Safety Conference – Lundstrom

- The theme of this year's conference was safe and secure harbors. There are about one hundred HSC's in the country, but only about thirty are very active. Some HSC's are federally mandated and funded, some are state supported, others are private volunteer associations. Other members of the committee in attendance were **Brown, Capt. Horton,** and **Capt. Korwatch. Scott Humphrey** and **Sean Kelley** of USCG San Francisco Vessel Traffic Service (VTS) were also in attendance.
- HSC of the Year award went to the South East Texas Waterways Advisory Council for its recovery efforts after Hurricane Ike, and its twenty foot storm surge, and preparations for the threats of Edouard and Gustav.
- **Lundstrom** gave a PowerPoint presentation on the HSC's work in response to the *COSCO Busan* allision with the Bay Bridge. The presentation covered all of the work done by the various work groups to create best practices and guidelines that could help prevent future incidents. This work was referenced by the National Transportation Safety Review Board in their final report on the incident. **Doug Rabe**, USCG, was part of that session and reported on human error factors in the allision. He said that the single biggest factor was the lack of pre-transit planning between the master and pilot. The language difference was much less of a factor.
- In other presentations of interest: USACE described their goals to dredge to full project depths around the country. NOAA said that their test in Tampa of combining automated identity system information with PORTS data was successful, but at this time there is no funding to build on the success by expanding it into the eighteen other PORTS projects in the the country.

## Coast Guard Report – Cmdr. Wood

- USCG headquarters has been following the fuel switching issue and had prepared a Marine Information Safety Bulletin (MISB) to address the topic. The local USCG sector would follow up with an MSIB with information specific to the region. The MSIB's stress good maintenance, training, and testing of fuel switching systems. USCG is neutral on this matter of state regulation.
- The final report on the case of the *Overseas Cleliamar* (referenced in the minutes February 12, 2009) had gone to headquarters for review.

**Berge** asked if **Cmdr. Wood** had heard that some classification societies were pressuring owners to retrofit their ships. He had not heard that. **Berge** asked whether some vessels were requesting waivers from the regulation. **Cmdr. Wood** said that was the case.

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**Lt. Simone Mausz** read a report that is attached to these minutes. There were a number of questions and comments about the report that is attached to these minutes.

**Capt. Amso** asked if the *Seamaster* had been at anchorage for the lifeboat test. **Lt. Mausz** said that was the case.

**Chedsey** asked if the *Omega Lady Sarah* had reported the problem with the "IGS system." **Cmdr Wood** said that USCG had discovered the problem while on board for a routine examination.

**Capt. Horton** asked that the report be corrected to show that the *APL Philippines* is a motor vessel and not a tank vessel.

**Capt. Pete Bonebakker**, ConocoPhillips, asked whether the results into the investigation of the reported incident of the *Golden State* had been released. **Cmdr. Wood** said that they had not been released, but it looked like the cylinder heads were the issue.

**Wilson** asked if the case of the *Sumana Naree* was another incident of loss of propulsion. **Cmdr. Wood** said that was not the case.

**Lundstrom** asked if the investigation of the Rule 9 violations could result in fines. **Cmdr Wood** said that was the case.

## Clearing House Report – Steinbrugge

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

## OSPR Report – Capt. Toledo

- **Carol Keiper**, Oikonos Ecosystem Knowledge, is the new alternate representative for non-profit environmental organizations. She could not attend the meeting to be sworn in due to prior commitments.
- The *Where the Heck is Collinsville* brochure was due to be released June 26.
- Read highlights from the Governor's executive order on freezing contracts that is attached to these minutes. The freeze would affect contracts signed on, or after, March 1, 2009. The freeze would affect the secretariat contract with the Marine Exchange starting July 1. It would also freeze the PORTS expansion contract as well as the PORTS operations and maintenance budget starting July 1. **Capt. Toledo** said that OSPR would seek waivers for all three contracts according to procedures and conditions outlined in the attached executive order.
- The OSPR focus group on best achievable technology for spill prevention and response would hold its final meeting on June 16. The goal of the report was to keep the state legislature informed about existing initiatives in the industry and community.

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A discussion followed on what activities of the HSC could be continued without the support of the secretariat services provided by the Marine Exchange. **Berge** asked if the *Brown Act* would be an issue for the activities of work groups if there was no public notification of meetings by the secretariat. **Capt. Toledo** said that would be the case.

**Capt. Amso** asked if there would be any news on the waivers for the July meeting. **Capt. Toledo** said that was his hope.

**Capt. Shipway** asked if the cost a meeting place was the main issue for meetings. **Capt. Toledo** said that it was the work done by Marine Exchange staff to create the public notices, arrange the meetings, mailings, and so on that was the major cost.

**Lundstrom** asked if the HSC should consider canceling the July meeting. **Capt. Korwatch** said that the Marine Exchange would be willing to support the coordination of a July meetings pending the outcome of any state waiver process. She said that there was usually no meeting scheduled for August, so there was time for the process to work itself out.

**Wheaton** asked about the status of ongoing PORT's enhancements. **Steinbrugge** said that NOAA already had the money in hand for installing a wind sensor at Pier 1, San Francisco. Also funds for installing the Oakland Bar Channel current sensor and replacing the batteries in the Southampton Shoal Channel Buoy 6 current sensor are part of the current year's budget.

**Capt. Amso** asked if it would be appropriate for the HSC to write a supporting letter for OSPR's waiver applications. **Capt. Toledo** said that it couldn't hurt. **Lundstrom** said that she would draft a letter and forward it to HSC members.

## NOAA Report – Wheaton

- A test of broadcast of AIS and PORTS was happening over multiple stations in the Columbia River, and was considered a success. There was no money to expand the AIS/Ports success beyond Tampa Bay and the Columbia River.
- An experimental site for marine weather forecasting in the Bay Area can be found at:  
<http://www.wrh.noaa.gov/mtr/marine.php>
- Weather was expected to be cloudier and cooler than normal over the next ten day period.

**Lundstrom** said that the HSC would draft a letter in support of expanding the joint broadcast of AIS and PORTS data.

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**US Army Corp of Engineers (COE) Report – Lt. Col. Farrell**

- The recently discovered high spot in Bull's head Channel was subject to emergency dredging.
- The district continues to work on instituting procedures for disseminating survey results to interested parties in a timely manner.

**Laurence** read a report that is attached to these minutes.

**Capt. Amso** asked what the schedule would be for surveying Pinole Shoals. **Lt. Col Farrell** said that it would be surveyed within the week following completion of dredging.

**Capt. McIsaac** thanked USACE for their quarterly survey of Bull's Head Channel. He thanked **Steve Chesser**, USACE for spotting the problem at Bull's Head.

**Lundstrom** thanked USACE for and **Lt. Col Farrell** for working to create communications procedures that would continue regardless of change in local command.

## **State Lands Commission Report – Chedsey**

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

## **Briefing on Oakland Marine Terminals Emergency Communications Best Management Practices – Cuffe**

- Representatives from police, fire, USCG, PMSA, the port, and terminal tenants had sat down to discuss how to create and maintain procedures that would assist first responders to incidents as diverse as a person going into the water or a fire. It was also part of the project to work to identify which first responder to contact, and how, depending on the nature of the incident.
- Simple and standardized informational materials were created to assist those reporting or responding to emergencies in terminals.
- Those with questions can contact **Cuffe** by email at [mike.cuffe@yti.com](mailto:mike.cuffe@yti.com).

**Capt. Bonebakker** asked if there would be drills or exercises to test the new procedures. **Cuffe** said that had been discussed.

**Capt. Korwatch** asked if this was a job that each facility was tasked with. **Cuffe** said that it was organized by the port. **Capt. Korwatch** asked if the port was responsible for keeping the plan up to date going forward. **Cuffe** said that it was.

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**Tug Escort Work Group – Capt. Henning, Brown**

- They had been meeting with the Prevention Through People work group and Brown would report on their efforts.

**Navigation Work Group – Capt. Horton**

There was nothing to report.

**Ferry Operations Work Group – Capt. Murphy**

- They had not met recently. Ferry companies, USCG, and the Marine Exchange are meeting to plan the next exercise of the Vessel Mutual Assistance Plan.

**Prevention Through People Work Group – Brown**

- The project described by **Cuffe** had started as a concern brought to the HSC by **Capt. Shipway** at the October 9, 2008 meeting of the HSC, and described under New Business. A longshoreman had gone into the water alongside an Oakland terminal and it had taken forty minutes to get the man out of the water.
- The next goal for the work group would be to take the kind of material described by **Cuffe** and boil it down into a simpler format for recreational boating marinas and launching slips.

**Dredge Issues Work Group**

There was no report

**PORTS Work Group – Capt. Amso**

- At their meeting of May 21, they had agreed on six new stations for the upgrade of PORTS. The status of the upgrades was up in the air, per **Capt. Toledo's** report.

**PORTS Report – Steinbrugge**

- All that there was to report had been covered during discussion of the contract freeze following **Capt. Toledo's** report.

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## Public Comment

- **Wheaton** congratulated the Marine Exchange for the fine celebration it had hosted in honor of its one hundred sixtieth birthday.
- **Kovecses** announced a meeting regarding abandoned boats to be held June 25 at the headquarters of the Santa Clara Valley Water District. **Wilson** asked **Kovecses** to report back to the HSC on the meeting and **Kovecses** said she would be happy to do so.
- **Nickson** said that in all of his years in the maritime industry, in a number of different port areas, he had never experienced such a high level of cooperation from the USACE as they were currently demonstrating in the Bay Area.
- Veronica Boe, California Maritime Academy, said that Maritime Security Industry day would be held on June 23 with joint sponsorship for the USCG.
- **Capt. Korwatch** thanked the HSC for changing its schedule to accommodate the Marine Exchange's membership party. She said that the Exchange was in the process of moving to a new location at 505 Beach Street, San Francisco. The next meeting of the Area Maritime Security Committee would be held in the passenger lounge at Pier 35, San Francisco. Free parking would be available for attendees.

## Old Business

There was no old business.

## New Business

There was no new business.

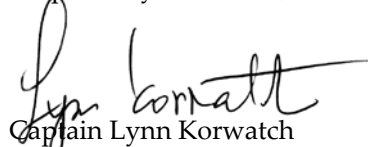
## Next Meeting

**Lundstrom** said that the next meeting would convene at 1000, July 9, 2009, at the Harbor Master's Office, Port of Richmond, pending any changes per the Governor's freeze.

## Adjournment

A motion to adjourn the meeting was made and seconded. It passed without discussion or dissent and **Lundstrom** adjourned the meeting at 1140.

Respectfully submitted,



Captain Lynn Korwatch  
Executive Secretary

Harbor Safety Committee of the SF Bay Region

June 11, 2009

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# Office of the Governor

ARNOLD SCHWARZENEGGER  
THE PEOPLE'S GOVERNOR

## EXECUTIVE ORDER S-09-09

06/08/2009

**WHEREAS** due to developments in the worldwide and national financial markets, and continuing weak performance in the California economy, the General Fund deficit for the 2009-2010 fiscal year is estimated to grow to \$24.3 billion; and

**WHEREAS** the State Controller projects that as of July 29, 2009, California will not have the cash needed to meet all of its payment obligations; and

**WHEREAS** the projected budget deficit will require critical cuts to State programs and services, and additional borrowing from local governments; and

**WHEREAS** immediate action is needed to address the budget and cash crisis facing the State of California; and

**WHEREAS** immediate action to reduce current spending must be taken to ensure, to the maximum extent possible, that the essential services of the State are not jeopardized and the public health and safety is preserved; and

**WHEREAS** State agencies and departments under my direct executive authority must take all available steps to reduce their expenses to achieve budget and cash savings.

**NOW, THEREFORE, I, ARNOLD SCHWARZENEGGER**, Governor of the State of California, in accordance with the authority vested in me by the Constitution and the statutes of the State of California, do hereby issue the following orders to become effective immediately:

**IT IS ORDERED** that except for projects funded by the American Recovery and Reinvestment Act, or projects funded by bonds, grants or projects specifically mandated by court orders, or public-private partnerships that require no direct state expenditures, any funds encumbered on or after March 1, 2009, for contracts entered into for which goods or services have not been provided or for contracts proposed to be entered into during the 2008-2009 fiscal year by State agencies and departments, regardless of funding source, are hereby disencumbered and the funds will revert to their original funding source if no legal liability will be incurred by the State. If a legal liability will be incurred by the State, approval to continue encumbering the funds must be obtained from the Agency Secretary and the Director of the Department of Finance.

**IT IS FURTHER ORDERED** that by 30 days after the passage of a revised budget for fiscal year 2009-2010, all State departments, regardless of funding source, shall submit a plan to their Agency Secretary that provides for a reduction of the amount of the department's appropriation to be encumbered by new contracts, extended contracts or purchases from statewide master contracts in the 2009-2010 fiscal year by at least 15 percent, whether the reduction results from cancellation, suspension, renegotiation or otherwise.

**IT IS FURTHER ORDERED** that effective immediately and until a State department's plan is approved by the Agency Secretary, a State department is prohibited from entering into any new contracts, amending existing contracts, issuing purchase orders for goods or services, or making purchases from statewide master agreements or leveraged procurement agreements for goods or services.

**IT IS FURTHER ORDERED** that the Director of the Department of Finance shall establish an exemption process regarding all contract cost reduction measures contained in this Order that Agency Secretaries and Cabinet-level Directors shall utilize to determine if an exemption is justified based on an emergent situation to preserve and protect



human life and safety; avoiding significant revenue loss; achieving significant net cost savings; maintaining multi-year IT system and service contracts approved by the Office of the Chief Information Officer; or providing critical services and functions.

**IT IS FURTHER ORDERED** that the services and functions of state government directly related to the preservation and protection of human life and safety, including but not limited to emergency and disaster response activities and the provision of 24-hour medical care, shall be deemed critical and exempt from this Order.

**IT IS FURTHER ORDERED** that all Agency Secretaries and Department Directors shall take immediate action to implement this Order to reduce state expenditures.

**IT IS REQUESTED** that other entities of State government not under my direct executive authority, including the California Public Utilities Commission, the University of California, the California State University, California Community Colleges, the legislative branch (including the Legislative Counsel Bureau), and judicial branch, implement similar or other mitigation measures to achieve budget and cash savings and additional transparency in state government.

This Order is not intended to create, and does not create, any rights or benefits, whether substantive or procedural, or enforceable at law or in equity, against the State of California or its agencies, departments, entities, officers, employees, or any other person.

**I FURTHER ORDER** that, as soon as hereafter possible, this Order shall be filed in the Office of the Secretary of State and that widespread publicity and notice be given to this Order.



**IN WITNESS WHEREOF** I have hereunto set my hand and caused the Great Seal of the State of California to be affixed this 8th day of June 2009.

ARNOLD SCHWARZENEGGER  
Governor of California

ATTEST  
DEBRA BOWEN  
Secretary of State

# USCG SECTOR SAN FRANCISCO

## PREVENTION / RESPONSE - SAN FRANCISCO HARBOR SAFETY STATISTICS

**May-09**

### PORT SAFETY CATEGORIES

TOTAL

<b>Total Port Safety (PS) Cases opened for the period:</b>	<b>11</b>
<b>1. Total Number of Port State Control Detentions for period:</b>	
SOLAS (0), MARPOL (0), ISM (0), ISPS (0)	
<b>2. Total Number of COTP Orders for the period:</b>	
Navigation Safety (2), Port Safety & Security (0), ANOA (0)	<b>2</b>
<b>3. Marine Casualties (reportable CG 2692) within SF Bay:</b> Allision (0), Collision (0), Fire (0),	
Grounding (0), Sinking (0), Steering (1), Propulsion (3), Personnel (0), Other (2)	<b>6</b>
<b>4. Total Number of (routine) Navigation Safety related issues / Letters of Deviation:</b>	
Radar (1), Steering (0), Gyro (0), Echo sounder (0), AIS (1), AIS-835 (0)	<b>2</b>
<b>5. Reported or Verified "Rule 9" or other Navigational Rule Violations within SF Bay:</b>	<b>1</b>
<b>6. Significant Waterway events or Navigation related cases for the period:</b>	<b>0</b>
<b>7. Maritime Safety Information Bulletins (MSIBs): MSIB 09-01</b>	<b>0</b>

### MARINE POLLUTION RESPONSE

TOTAL

<b>Total Oil/Hazmat Pollution Incidents within San Francisco Bay for Period</b>	<b>25</b>
<b>* Source Identification (Discharges and potential Discharges):</b>	
<b>TOTAL VESSELS</b>	<b>10</b>
Commercial Vessels	<b>0</b>
Public Vessels (Military)	<b>0</b>
Commercial Fishing Vessels	<b>1</b>
Recreational Vessels	<b>9</b>
<b>TOTAL FACILITIES</b>	<b>9</b>
Regulated Waterfront Facilities	<b>2</b>
Other Land Sources	<b>7</b>
<b>UNKNOWN/UNCONFIRMED</b>	<b>6</b>
<b>*Spill Information</b>	
Pollution Cases Requiring Clean-up	<b>12</b>
Federally Funded Cases	<b>0</b>
<b>Oil Discharge and Hazardous Materials Release Volumes by Spill Size Category:</b>	
1. Spills < 10 gallons	<b>6</b>
2. Spills 10 - 100 gallons	<b>4</b>
3. Spills 100 - 1000 gallons	<b>0</b>
4. Spills > 1000 gallons	<b>0</b>
5. Spills - Unknown	<b>6</b>
<b>Total Oil Discharge and/or Hazardous Material release volumes:</b>	<b>222.8</b>
1. Estimated spill amount from Commercial Vessels:	<b>0</b>
2. Estimated spill amount from Public Vessels:	<b>0</b>
3. Estimated spill amount from Commercial Fishing Vessels:	<b>20</b>
4. Estimated spill amount from Recreational Vessels:	<b>4.8</b>
5. Estimated spill amount from Regulated Waterfront Facilities:	<b>42</b>
6. Estimated spill amount from Other Land Sources:	<b>155</b>
7. Estimated spill amount from Unknown sources:	<b>1</b>
<b>Penalty Action:</b>	
Civil Penalty Cases for Period	<b>0</b>
Notice of Violations (TKs)	<b>1</b>
Letters of Warning	<b>2</b>

## **\*\* SIGNIFICANT PORT SAFETY & SECURITY (PSS) CASES \*\***

### **\* A. MARINE CASUALTIES - PROPULSION / STEERING**

**Marine Casualty- Loss of Steering, T/V APL PHILLIPINES (9 May):** Vsl lost steering for 15-20 seconds during her outbound transit through the Oakland Channel in the vicinity of Buoy 4. The port pump was started and it regained steering. Vsl was then directed to Anchorage 9 to await inspection. Coast Guard marine inspectors attended and issued a requirement that both pumps must energized during the transit until the pilot departs and for the steering space to be manned during the outbound transit as well. A tech report was received and the case was closed on May 11.

**Marine Casualty- Loss of Propulsion, M/V GRAND MERCURY (12 May):** Vsl reported a loss of propulsion in the vicinity of the Richmond Long Wharf in its main engine due to extremely low fuel levels from a faulty fuel indicator in the fuel service tank. Two tugs were already on scene and another diverted to assist and maneuvered the vsl into Anchorage 5 to trouble shoot the issue. 5 minutes later, the vsl regained propulsion and transited to Richmond Berth 8 with a 3 tug escort. A COTP order was issued directing the vsl to remain at berth until the classification society and a marine inspector verified repairs. Case pends.

**Marine Casualty- Loss of Propulsion, P/C HAVEN II (16 May):** Vsl lost propulsion and drifted into the fuel barge PACIFIC's tow bridal in Anchorage 22 in the vicinity of Benicia. The vsl reported it was taking on water so SCC launched STA Vallejo. Once on-scene, STA Vallejo de-watered the vsl and ensured the flooding was stopped. At the owners request, STA Vallejo contacted Vessel Assist for a tow. The HAVEN II was towed to Pittsburg by Vessel Assist where the owner is planning to have it hauled out of the water. No sheen was observed by STA Vallejo's boat crew. The damage to the fuel barge was minimal, and according to the tug on-scene, the barge had no cargo. The Duty Marine Inspector examined the barge and determined no damage was sustained. Case closed.

**Marine Casualty- CO2 System, T/V GOLDEN STATE (18 May):** While docked at BP Richmond, vsl reported nine CO2 cylinders discharged into the engine room. CG marine inspectors and investigators along with Global Fire attended the vsl to determine cause for release and make repairs. On May 25, the duty marine inpspector attended with Global Fire and conducted tests on the fire suppression system. ABS verified repairs. Case closed 25 May.

**Marine Casualty- Life Saving Equipment, T/V SEAMASTER (21 May):** While preparing to conduct a load test on its portside lifeboat, the onboard release wire parted. ABS submitted a class survey indicating repairs had been made and the vsl departed May 23. Case closed.

**Marine Casualty- Loss of Propulsion, M/V NEW BARONESS (31 May):** Sector Command Center received notification that the vsl was experiencing problems with its Automatic Start System in the pilot house. The pilot onboard requested a tug escort to Crockett, however, during transit, vsl experienced a loss in propulsion due to a stuck valve on the #4 air start cylinder and a low engine alarm resulting from the ball float for the lubricator system being stuck. Vsl was directed to Anchorage 8 to affect repairs. June 2, Sector SF recieved a class report verifying repairs had been completed. Case closed.

### **\* B. MARINE CASUALTIES - VESSEL SAFETY CONDITIONS**

Nothing Significant to Report

### **\* C. COAST GUARD - GENERAL SAFETY/SECURITY CASES**

**Port Safety - COTP Order, T/V OMEGA LADY SARAH (27 May):** COTP order directing the vsl to remain at Anchorage 9 due to the IGS system being inoperable. Repairs were verified on May 29 and the COTP order was lifted Case closed.

**Port Safety - COTP Order, M/V GENCO CHARGER (27 May):** COTP order was issued for a CO2 leak into the CO2 room, the vsl was directed to remain at Schnitzer Steel until repairs were verified. On May 29, vsl agent faxed a report verifying all repairs have been made. Case closed.

**General Safety - Rule 9 Violation, S/V LA PAVONI (30 May):** The Vessel Traffic Service reported a Rule 9 violation by the S/V La Pavoni which was located south of the Eastern Span of the Bay Bridge and had impeded the safe navigation of two deep draft vessels. The M/V MOL PARADISE and the M/V INDIANA HIGHWAY. SCC launched Sta SF. Sta SF performed a 4100 boarding and found several discrepancies, including an expired registration. The vsl owners were informed that they had violated Rule 9 of the Inland Navigation Rules and their information was taken. Case pends.

### **\* D. COAST GUARD - NAVIGATIONAL SAFETY**

**Navigation Safety - LOD AIS, M/V HUMBOLDT EXPRESS (04 May):** Vsl was issued an inbound LOD for a malfunctioning AIS. At 1500, a tech report was received stating that the AIS was funtioning properly and the LOD was lifted on the same day.

**Navigation Safety - LOD Inop 3 cm Radar, M/V SUMANA NAREE (22 May):** Vsl was granted an inbound LOD for an inoperative 3 cm radar. Vsl was directed to proceed to the Port of Stockton during daylight hours with a pilot onboard, however, a leaking cylinder in the main engine forced the vsl into Anchorage 9. A COTP order was issued to the vsl to remain at Anchorage 9 until repairs were complete. A class survey was submitted on May 25 verifying engine repairs. On May 30, the LOD was rescinded after a tech report was received verifying repairs to the 3cm radar. Case closed.

## **SIGNIFICANT INCIDENT MANAGEMENT DIVISION (IMD) CASES:**

None

## **SIGNIFICANT PORT SAFETY INFORMATION or EXERCISES**

None



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San Francisco Bay Region  
Tank Vessel Escort Clearing House






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c/o Marine Exchange of the San Francisco Bay Region  
Fort Mason Center, Building B, Suite 325  
San Francisco, California 94123-1308

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## San Francisco Clearinghouse Report

June 11, 2009

-  In May the clearinghouse called OSPR one time regarding a possible escort violations.
-  In May the clearinghouse did not receive any notifications of any vessels arriving at the Pilot Station without escort paperwork.
-  The Clearinghouse has contacted OSPR 5 time 2009 about possible escort violations. The Clearinghouse called 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 May there were 113 tank vessels arrivals; 6 Chemical Tankers, 11 Chemical/Oil Tankers, 26 Crude Oil Tankers, 3 LPG's, 26 Product Tankers, and 41 tugs with barges.
-  In May there were 322 total arrivals.

# San Francisco Bay Clearinghouse Report For May 2009

## San Francisco Bay Region Totals

			<u>2008</u>	
Tanker arrivals to San Francisco Bay	72		79	
Barge arrivals to San Francisco Bay	41		39	
Total Tanker and Barge Arrivals	113		118	
Tank ship movements & escorted barge movements	369		333	
Tank ship movements	210	56.91%	232	69.67%
Escorted tank ship movements	98	26.56%	101	30.33%
Unescorted tank ship movements	112	30.35%	131	39.34%
Tank barge movements	159	43.09%	101	30.33%
Escorted tank barge movements	72	19.51%	40	12.01%
Unescorted tank barge movements	87	23.58%	61	18.32%

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

Escorts reported to OSPR 1 0

<b>Movements by Zone</b>	<b>Zone 1</b>	<b>%</b>	<b>Zone 2</b>	<b>%</b>	<b>Zone 4</b>	<b>%</b>	<b>Zone 6</b>	<b>%</b>	<b>Total</b>	<b>%</b>
Total movements	226		349		0		161		736	
Unescorted movements	116	51.33%	189	54.15%	0	0.00%	80	49.69%	385	52.31%
Tank ships	77	34.07%	112	32.09%	0	0.00%	35	21.74%	224	30.43%
Tank barges	39	17.26%	77	22.06%	0	0.00%	45	27.95%	161	21.88%
Escorted movements	110	48.67%	160	45.85%	0	0.00%	81	50.31%	351	47.69%
Tank ships	66	29.20%	93	26.65%	0	0.00%	37	22.98%	196	26.63%
Tank barges	44	19.47%	67	19.20%	0	0.00%	44	27.33%	155	21.06%

Notes:

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

# San Francisco Bay Clearinghouse Report For 2009

## San Francisco Bay Region Totals

			<u>2008</u>	
Tanker arrivals to San Francisco Bay	358		769	
Barge arrivals to San Francisco Bay	225		474	
Total Tanker and Barge Arrivals	583		1,243	
Tank ship movements & escorted barge movements	1,967		4,045	
Tank ship movements	1,110	56.43%	2,417	59.75%
Escorted tank ship movements	523	26.59%	1,143	28.26%
Unescorted tank ship movements	587	29.84%	1,274	31.50%
Tank barge movements	857	43.57%	1,628	40.25%
Escorted tank barge movements	389	19.78%	712	17.60%
Unescorted tank barge movements	468	23.79%	916	22.65%

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

Escorts reported to OSPR 5 4

<b>Movements by Zone</b>	<b>Zone 1</b>	<b>%</b>	<b>Zone 2</b>	<b>%</b>	<b>Zone 4</b>	<b>%</b>	<b>Zone 6</b>	<b>%</b>	<b>Total</b>	<b>%</b>
Total movements	1,178		1,872		0		881		3,931	
Unescorted movements	579	49.15%	1,003	53.58%	0	0.00%	446	50.62%	2,028	51.59%
Tank ships	380	32.26%	581	31.04%	0	0.00%	206	23.38%	1,167	29.69%
Tank barges	199	16.89%	422	22.54%	0	0.00%	240	27.24%	861	21.90%
Escorted movements	599	50.85%	869	46.42%	0	0.00%	435	49.38%	1,903	48.41%
Tank ships	345	29.29%	505	26.98%	0	0.00%	205	23.27%	1,055	26.84%
Tank barges	254	21.56%	364	19.44%	0	0.00%	230	26.11%	848	21.57%

### Notes:

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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 - MAY COMPARISON

### VESSEL TRANSFERS

	Total Transfers	Total Vessel Monitors	Total Transfer Percentage
MAY 1 - 31, 2008	277	142	51.26
MAY 1 - 31, 2009	241	125	51.87

### CRUDE OIL / PRODUCT TOTALS

	Crude Oil ( D )	Crude Oil ( L )	Overall Product ( D )	Overall Product ( L )	GRAND TOTAL
MAY 1 - 31, 2008	15,387,000		22,533,350	12,028,695	34,562,045
MAY 1 - 31, 2009	13,404,108	0	20,901,008	11,127,352	32,028,360

### OIL SPILL TOTAL

	Terminal	Vessel	Facility	Total	Gallons Spilled 1 gal / Other 5 gal / Gasoline
MAY 1 - 31, 2008	0	2	0	2	
MAY 1 - 31, 2009	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.

# Oakland Marine Terminal Emergency Communications BMP's

## Purpose and Scope

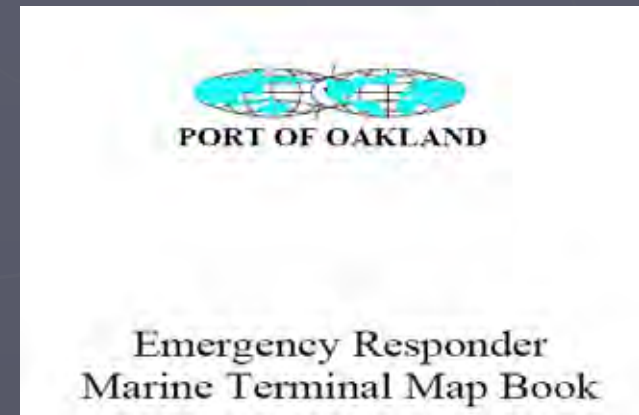
- ▶ Develop a common communications process that can be used by the Port of Oakland tenant group.
- ▶ Provide Port of Oakland Emergency Responders with detailed information to facilitate immediate and efficient response to the marine terminals.
- ▶ Provide a template for other ports so Oakland BMP's can be expanded to other waterfront facilities in other Ports/Cities.



# Oakland Marine Terminal Emergency Communications BMP's

## Mission Statement

- ▶ To develop a common communications process that can be used throughout the Port of Oakland tenant group.
- ▶ To assist the Emergency Responders to quickly become familiar with the facilities for immediate response.
- ▶ To develop a way these concepts can be expanded outside the waterfront facilities and to other Port/City businesses.



# Oakland Marine Terminal Emergency Communications BMP's

## How are we to accomplish this:

- ▶ Create Emergency phone procedures that can be used in highly charged situations. Keep them simple but with the proper information and contacts to advise the Emergency responders of all relevant information.
- ▶ Create the procedures for specific emergencies with the relevant contacts for each (Fire, HAZMAT, Person in the Water, and Injury/Heart Attack, etc.).
- ▶ As each of the waterfront facilities are somewhat different, the generic document templates should be in a fashion that can be amended to any operation.
- ▶ Create a easy to use map for all Emergency responders so that they are clear as to where to enter the facility. What to expect when they arrive. And what secondary responders can also expect when they arrive.
- ▶ Create and advise what response requirements are expected at each facility to prepare for arriving Emergency responders (Blue Light, Personnel at the entrance, etc.).

# Oakland Marine Terminal Emergency Communications BMP's

## Emergency Maps:

- ▶ Overview of each facility showing boundaries, entrances and location information..
- ▶ Contact information for the facility including address, berth, facility name, and personnel.
- ▶ Posted fire hydrant information.

# Oakland Marine Terminal Emergency Communications BMP's

APL - American President Line

1579 Middle Harbor Road

(AKA: EMS, Eagle Marine Services, GGC, Golden Gateway Central...see Page 10)

Fire Hydrant locations are marked on the facility light poles at each location



Terminal Manager - Steve Hessenauer - Cell Phone 510-757-3232

Facility Security Officer (FSO) - Jack Murphy - Cell phone - 510-774-8375

Security Main Gate - 510-272-3910

# Oakland Marine Terminal Emergency Communications BMP's

## Emergency Maps:

- ▶ The maps must also have a relevant listing of AKA names of facilities. As persons who may be calling the Emergency responders may use old, or obsolete names of the facilities, the Emergency responders must be able to cross reference these names to the currently named facility (ie: SeaLand is now called APM Terminals).
- ▶ This information should be listed on the map as well as a reference guide.
- ▶ These maps must be made in both printed format (for those responders without vehicle mounted computer terminals), and PDF for those with on board computers.

# Oakland Marine Terminal Emergency Communications BMP's

## Alias Listing Matrix

Listing the AIS designation for USCG response.

The current facility name as designated in the Port of Oakland maps.

The corresponding berth(s) information.

Any other alias name used in the stevedoring industry.

Current Name	Page	Berth(s)	AKA Name(s)	AIS
Clare & P. Howard Terminal	2	67, 68	Howard Terminal SSAT Mason Grove Street, or Foot of Grove Street Market Street, or Foot of Market Street	US OAK 67, 68
APL Terminal	3	60, 61, 62, 63	EMS (Eagle Marine Services) Foot of Adeline Eagle Marine America Pipeline Lines NOL Neptune Orient Lines GGC (Global Gateway Central)	US OAK 60-63
OCT (Oakland International Container Terminal)	4	57, 58, 59	SSAT SSA B-38 YTI	US OAK 57-59
Hajji	5	55, 56	TH (Total Terminal, Inc)	US OAK 55, 56
BENT (Berth E. Nutter Terminal)	6	36, 36, 37	Seaside Transportation Services 7th Street Berth G Berth H Berth I Berth O	US OAK 36, 36, 37
TraPac	7	30, 32	Moskoski dock MOL Caribbean Terminal	US OAK 30, 32
Transbay	8	24, 25, 26	OCT (Oakland International Terminal) 14th Street Berth 3, and 4	US OAK 24-26
APM Terminal	9	20, 21, 22, 23	APMT (A. P. Moller Terminal) Sealand Terminal Hornsea Lines Maersk 14th Street Berths 5, 6 and 10	US OAK 20-23

# Oakland Marine Terminal Emergency Communications BMP's

## Emergency Guidebook Job Aids:

- ▶ Specific information for each type of incident: Fire, Medical Response, HAZMAT, and Person in the Water.
- ▶ Information needed by the Emergency responders to properly and efficiently dispatch Fire/Police/USCG, etc.
- ▶ Clear easy to use instructions.

# Oakland Marine Terminal Emergency Communications BMP's

- ▶ Simple to use Job aids that can be formatted to each specific site.

	Port of Oakland Terminal's Emergency Communications Guidebook	Date: Issue: Rev: Page:	Doc ID: 1 17
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## MEDICAL AND INJURY RESPONSE

If a person(s) on the facility requires Emergency Medical treatment, the following recommended steps are to be taken:

1. Notify the Superintendent (or other Supervisory personnel).
2. Provide the following information:
  - Exact location and status of person(s) involved
  - Nature of injury
  - Conscious/Unconscious

	Port of Oakland Terminal's Emergency Communications Guidebook	Date: Issue: Rev: Page:	Doc ID: 1 17
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## PERSON IN THE WATER RESPONSE

If a person falls in the water from the dock or vessel alongside the facility, the following recommended steps are to be taken:

1. Notify the Superintendent (or other Supervisory personnel).
2. Assign personnel to maintain contact with the person in the water (PIW)
3. Deploy all appropriate Emergency gear. This may include RFD's, lifelines and ladders. Activate emergency lighting and beacons.

	Port of Oakland Terminal's Emergency Communications Guidebook	Date: Issue: Rev: Page:	Doc ID: 1 17
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## FIRE RESPONSE

1. If a fire is detected on the facility the following recommended steps are to be taken:
2. If the fire involves a building or structure, contact the Superintendent (or other Supervisory personnel). This may also include communicating the emergency to occupied structures for safe evacuation of the buildings. This may be accomplished through installed "Fire Alarms".
3. Assess situation and determine general area and extent of fire
  - If fire is in the building, exit the building using appropriate exits (DO NOT USE ELEVATOR!!!)
  - If fire is in the Container Yard, use Terminal Evacuation route.

	Port of Oakland Terminal's Emergency Communications Guidebook	Date: Issue: Rev: Page:	Doc ID: 1 17
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## HAZMAT Response

**Hazardous Material (HAZMAT)** which in definition is any item or agent (biological, chemical, physical) which has the potential to cause harm to humans, animals, or the environment, either by itself or through interaction with other factors.

1. Immediately report to the Superintendent (or other Supervisory personnel)
2. Immediate actions to be verified:
  - Verify the specific incident area has been cleared and Entry has been denied
  - Identify product in the Emergency Response Guide Book (by product name or UN#)



# Oakland Marine Terminal Emergency Communications BMP's

## End Goal:

- ▶ Additional lives saved in our communities from better communications.
- ▶ Questions?

Thank you.

# Oakland Marine Terminal Emergency Communications BMP's

## Where can we go from here:

- ▶ This process is written specifically for the Port of Oakland. It has contact information developed from direct talks with OFD, OPD, Cal-EMA, and the USCG.
- ▶ To use this process in the other Maritime ports (SF, Richmond, Benicia, Stockton, Sacramento, Redwood City, etc.), The documents and maps must reflect the proper contact information for those areas. This will require discussions with the Emergency responders in those areas.
- ▶ This process can be expanded beyond the scope of the Marine terminal waterfront. The person in the water process can be used in the marinas and yacht harbors in our neighboring communities (in Oakland as well as SF, Benicia, Alameda, etc.).

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

**Report of the  
U.S. Army Corps of Engineers, San Francisco District  
June 11, 2009**

**1. CORPS FY 2009 O&M DREDGING PROGRAM**

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

- a. **Main Ship Channel** – Dredging is completed. Scheduled to be surveyed next week.
- b. **Richmond Outer Harbor (and Richmond Long Wharf)** – Dredging is scheduled for mid-June, with the Essayons. Disposal at the Alcatraz Disposal Site. No change.
- c. **Richmond Inner Harbor** – Dredging began last week, to -38 feet MLLW. Scheduled to be completed in early August.
- d. **Oakland O & M Dredging** –Bids opened May 11 for dredging due to begin this July. No change.
- e. **Suisun Bay Channel** – Dredging is now scheduled to begin August 31. Bullshead Shoal will be dredged with the Essayons, which is on its way to the site. Dredging should be complete by Saturday June 13.
- f. **Pinole Shoal** - Dredging has begun. June 1. Advanced maintenance of up to two additional feet as part of the stimulus package will conducted as an add-on to the Suisun Bay Channel contract.
- g. **Redwood City/San Bruno Shoal** – The Corps plans to dredge 100,000 cubic yards of material this September. Disposal is to be at Bair Island.

**2. DEBRIS REMOVAL** - The debris totals for May 2009: The Grizzly collected about 4.5 tons of debris (out of commission for a week); the Raccoon collected 12 tons during only 3 days underway.

	Grizzly	Raccoon	Other	Total						
June	2.00	11		13						
July	0.00	10		10						
August	0.00	11		11						
September		26		26						
October	20.50	6		27						
November		5		5						
December		12		12						
Jan. 2009	25	15	5	45						
Feb. 2009	2	8	2	12						
March	26	25		51						
April	11	15		26						
May	4.5	12		17						
Totals	90.00	156.00	7.00	255						

### 3. UNDERWAY OR UPCOMING HARBOR IMPROVEMENTS

**Oakland 50-ft Deepening Project** – The Outer Harbor deepening has been completed. The Inner Harbor deepening is still on-going and is scheduled to be completed this fiscal year. A survey of the Outer Harbor is scheduled for the week of June 22, 2009.

### 4. EMERGENCY (URGENT & COMPELLING) DREDGING

There has been no emergency dredging in FY 2009.

### 5. OTHER WORK

a. **San Francisco Bay to Stockton** The project team conducted two very successful public scoping meetings - on March 26 and April 2, co-hosted by local sponsors Port of Stockton and Contra Costa County Water Agency. This project is moving forward. **No change.**

b. **Sacramento River Deep Water Ship Channel Deepening** FY 2008 money will be carried over to FY 2009 and used for continued testing and disposal site evaluation. **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 January 2009 has been posted.

Pinole Shoal: Condition surveys completed in March 2009 have been posted.

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North Ship Channel: Surveys completed **April 2009** have been posted.

San Leandro Marina: Surveys completed in January 2008 have been posted.

San Rafael Creek and San Rafael Across the Flats: **Surveys completed April and May 2009 have been posted.**

Larkspur Ferry Terminal: Surveys completed in July 2008 have been posted.

Mare Island Strait Channel: Surveys completed in August 2008 have been posted.

**Alameda Naval Station Survey (Alameda Point Navigatio Chanel): Survey completed in May 2009 has been posted.**

Disposal Site Condition Surveys:

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**SF-11 (Alcatraz): The June 2009 survey has been posted. This survey indicates the depth on the south side of the disposal site is now at -30.4 feet MLLW (-30 in May); indicating continuing dispersion of sediment.**

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