

# Harbor Safety Committee

of the San Francisco Bay Region

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

**Harbor Safety Committee of the San Francisco Bay Region**  
**Thursday, September 9, 2010**  
**Pier 1 Conference Center, Port of San Francisco, California**

**Joan Lundstrom**, Chair of the Harbor Safety Committee of the San Francisco Bay Region (HSC), San Francisco Bay Conservation and Development Commission (BCDC); called the meeting to order at 1002. **Alan Steinbrugge**, Marine Exchange of the San Francisco Bay Region (Marine Exchange), confirmed the presence of a quorum of the HSC.

Committee members (M) and alternates (A) in attendance with a vote: **Capt. Marc Bayer** (M), Tesoro Refining & Marketing Company; **Capt. Peter Belden** (A), Baylink Ferry / Blue & Gold Fleet; **John Berge** (M), Pacific Merchant Shipping Association; **Margot Brown** (M), National Boating Federation; **Ron Chamberlain** (M), Port of Benicia; **Capt. John Cronin** (M), Matson Navigation; **Lt. Col. Torrey A. DiCiro**, United States Army Corps of Engineers (USACE); ; **Capt. Jack Going** (A), Baydelta Maritime; **Capt. Eric Osen** (M), Chevron Shipping Company; **Marina V. Secchitano** (M), Inlandboatmen's Union; **Deb Self** (A), San Francisco Bay Keeper; **Capt. Cynthia L. Stowe**, United States Coast Guard (USCG); **Gerry Wheaton**, National Oceanographic and Atmospheric Administration (NOAA).

Alternates present, and those reporting to the HSC on agenda items: **Capt. Esam Amso** (A), Valero Marketing and Supply Company; **Bob Chedsey**, California State Lands Commission (State Lands); **Capt. Jeff Cowan**, California Office of Spill Prevention and Response (OSPR), **Peter Daily**, Port of San Francisco; **Capt. Noapose Fotu** (A), National Cargo Bureau; **Lt. Cmdr. DesaRae Janzen**, USCG; **Jamie C. Kooser**, San Francisco Bay National Estuarine Research Reserve; **Capt. Lynn Korwatch**, Marine Exchange; **Alison J. G. Krepp**, NOAA; **Rob Lawrence**, USACE; **William Needham** (A), National Boating Federation; **William Nickson** (A), Transmarine Navigation; **Linda Scourtis** (A), BCDC.

The meetings are always open to the public.

## **Approval of the Minutes**

**Lundstrom** submitted the following corrections to the minutes of the meeting July 8, 2010:

On page one, line 2, correct the time of the call to order to 1005.

On Page three, line two, correct the sentence to read: "She said that the HSC had never been able to get as much . . ."

On page five, the fourth paragraph is to be amended to incorporate the sense of the motion: "A motion to adopt the letter, as amended, opposing AB 234 which would require prebooming for bunkering operations in San Francisco Bay was made and seconded."

# Harbor Safety Committee

of the San Francisco Bay Region

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

On Page five, the eighth paragraph is to be amended to incorporate the sense of the motion: "A motion to accept the new language amending the definition of underkeel clearance was made and seconded. . ."

On page six, the PORTS report, the third sentence should be corrected to read: "The first expansion site to go online in the fall. . ."

On page six, at New Business, add: "Margot Brown, Chair Prevention Through People Work Group Chair presented the updated video of 'Sharing the Bay' which the Work Group prepared."

A motion to accept the minutes as corrected, and amended, was made and seconded. It passed without further discussion or dissent.

## Comments by the Chair – Lundstrom

- **Lundstrom** welcomed **Capt. Stowe** to her first meeting of the HSC. She said that **Capt. Stowe** had come to the Bay Area after serving as the Deputy Sector Commander, Miami. A link to her summary biography can be found at <http://homeport.uscg.mil/sanfrancisco>.
- **Lundstrom** welcomed **Lt Col. DiCiro** on his first visit to the HSC since becoming commander of the San Francisco District. His previous assignment was Assistant Corps Engineer for the North Atlantic Treaty Organization Rapid Deployment Corps in Milan, Italy, from which job he deployed to Kabul, Afghanistan. A link to his summary biography can be found here: [http://www.spn.usace.army.mil/leadership/Torrey\\_Diciro\\_bio.html](http://www.spn.usace.army.mil/leadership/Torrey_Diciro_bio.html)
- Assembly Bill 234, which would require pre-booming for bunkering operations in Anchorage 9, had passed and been sent to **Governor Arnold Schwarzenegger's** office. He would have until the end of September to make his decision about the bill. The HSC had expressed its formal opposition to the bill in a letter approved at the July 2010 meeting. A copy of that letter is attached to these minutes.

## Coast Guard Report – Capt. Stowe

- **Capt. Stowe** said that it was a pleasure to be in attendance at her first HSC meeting. She looked forward to the diversity of her command that includes the coast and Bay, as well as Lake Tahoe.
- The wife of **Sean Kelley**, Director of Vessel Traffic Service (VTS), had passed away unexpectedly. Those that wished to pass on their condolences, or make donations in her memory, were invited to speak to **Lt. Cmdr. Janzen**.
- Planning for Fleet Week has begun. .
- Ten per cent of sector personnel were still in the Gulf of Mexico in response to the *Deepwater Horizon* blowout. They were expected to remain there through the end of the calendar year.

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

**Self** asked whether the Coast Guard had a break down of whether oil leaked from recreational vessels were active or abandoned. **Capt. Stowe** said they did not.

# Harbor Safety Committee

of the San Francisco Bay Region

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

**Berge** asked whether adjustments had been made, or retrofits installed, to correct the problems on the *Cabo Hellas*, from July. **Lt. Cmdr. Janzen** said she would get that information to **Berge**.

**Brown** asked whether any progress had been made tracking down fake safety alarms that had originated from Tiburon, California. **Capt. Stowe** said that they had put the caller's voice on their web site, but that such cases were hard to track down.

**Capt. Bayer** asked where the *Corpus Christi* had lost propulsion. **Capt. Stowe** said that it had been off-shore outside the Golden Gate. **Capt. Bayer** asked that more detail on the vessel's location be provided in future such reports. **Lt. Cmdr Janzen** said that would be done. **Lundstrom** said that it was important for the committee to know where the fuel-switching was occurring, and asked whether District 11 was tracking that. **Mike Boyce**, USCG, said that District 11 was tracking that information. **Lundstrom** asked that it be made available at the October meeting of the HSC.

**Capt. Bayer** thanked the Coast Guard for the clarity of their reports.

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

- **Lt. Col. DiCiro** said that he was looking forward to his new assignment. He asked the community to keep him informed about what information they needed and said that they would get on it.
- A *Notice to Mariners* for the North Bay Channel realignment was in the works.
- There was no item in **President Barack Obama's** budget proposal for dredging the Stockton Channel. Studies could be conducted with left over funds. The Sacramento Channel deepening project was in the **President's** budget, and seemed to have support in the House and Senate.

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

**Self** asked whether **Lawrence's** report was available on line. **Lawrence** said that the hydrographic data was available on line. **Lundstrom** said that copies of the report were attached to the minutes of the meeting.

**Capt. Amso** asked about the status of the Pinole Shoal Channel. **Lawrence** said that maintenance dredging had been done and no deepening was scheduled. **Capt. Bayer** suggested that any assets that might be directed to dredging Bull's Head Channel be direct to Pinole Shoal.

## Clearing House Report – Steinbrugge

**Steinbrugge** read 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*

**Kara Satra**, USCG, asked what was known about the liquid gas carriers traveling to Stockton and Sacramento. **Steinbrugge** said that they were likely carrying ammonia. He said that the Marine Exchange used Lloyd's Maritime vessel classifications.

### OSPR Report – Capt. Cowan

- **Self** had been sworn in prior to the meeting.
- OSPR was waiting to see whether the Governor would sign AB 234 before holding any more workshops on bunkering operations. There was a chance that the HSC would be asked to develop best practices for bunker operations.
- The California Maritime Academy (CMA) had run a number of simulations on spills at Anchorage 9 during boomed, and non-boomed bunker operations. The best case scenario with booming showed ninety per cent entrainment of the spill outside the boom within an hour and a half.

**Self** asked how the trajectories had been determined. **Capt. Cowan** said CMA used PISCES II software. He said that the ideal conditions tested was during the ebb and flow on either side of a slack tide when currents were between 1.5 and 1.7 knots.

**Capt. Cowan** read from a report on the status of legislation that OSPR was tracking. It was attached to the minutes of the last meeting.

**Berge** said that he thought that best practices to avoid an oil spill during bunkering operations was a matter of safety of interest to the HSC that pertained whatever the status of regulations or response efforts. **Lundstrom** asked for clarification at the October meeting.

### Briefing on San Francisco's America's Cup Bid – Dailey

- **Dailey** said that the America's Cup race was the third largest sporting event, in terms of revenue, after the Olympics and World Cup Soccer. San Francisco was the only city in the United States still in the bidding for the event. Her competition was Valencia, Spain and a unnamed city in Italy. The Oracle Racing Team that now holds the Cup is based at the Golden Gate Yacht Club. If San Francisco were to win the event, it would be the first time the races would be held in a bay, rather than at sea. He expressed the opinion that the geography of the region would create a great natural amphitheater for many people to view the event.
- Those involved in the planning know that they must work closely with local stakeholders in the maritime community like the shipping companies, Bar Pilots, Coast Guard, and the HSC. **Lundstrom** reminded **Dailey** that fifty per cent of the traffic on the Bay was ferry boats. **Dailey** said that he thought there would be great opportunities in the event for local ferry fleets.
- A representative from the mayor's office was expected at the October meeting of the HSC.

**Capt. Korwatch** asked how long the event would last. **Dailey** said that with the qualifying races included, it could be up to six months. **Capt. Bayer** asked how many hours per day would be taken up. **Dailey** did not know the answer.

# Harbor Safety Committee

of the San Francisco Bay Region

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

**Brown** asked if anyone in the current effort was talking to people in San Diego. She said that she had heard that San Diego lost money when they hosted the event. **Dailey** said that the people they had spoken to would very much like to have the event back because it had brought so much money into the region.

**Lundstrom** said that she looked forward to an update at the October meeting.

## **NOAA Report – Wheaton: Introduction of the Management Plan for the San Francisco Bay National Estuarine Research Reserve**

**Wheaton** introduced **Kooser** and **Krepps**.

- **Krepps** spoke from a report that is attached to these minutes of the last meeting. In summary, the project is a partnership among NOAA, San Francisco State University, California State Parks, Solano County Land Trust, and BCDC to establish long term research, education, and stewardship of the Bay.
- There are twenty-seven other estuary's already participating in the program. The San Francisco project is just now publishing its proposed management plan for comment. A copy of the management plan, and instruction for comment, can be found at: <http://www.sfbaynerr.org/index.php>. **Krepps** said that they would keep the HSC apprised of the progress of the plan.

## **State Lands Report – Chedsey**

**Chedsey** read a report for their August numbers that is attached to these minutes. He promised to have the July numbers at the October meeting.

## **Air Resources Board (ARB) Report –**

**Lundstrom** said that ARB staff had submitted their usual report, which is attached to these minutes. They were unable to attend the September meeting, but said that they would be able to attend in October. Lundstrom called attention to their contact information at the end of the report, and encouraged people to get in touch with ARB if they had any questions.

## **Draft Environmental Impact Report on Bay Water Trail – Lundstrom**

- **Lundstrom** said that the members of the HSC should have received a draft letter of comment on draft environmental impact report of the Bay Water Trail. She reminded the HSC that they had been briefed on the project in 2005 and 2006. At that time, **Brown**, as chair of the Prevention through People Work Group; and **Capt. Robert Pinder**, Bar Pilots, and then chair of the navigation work group and member of the HSC, had become active in the process around the planning in an effort to raise awareness about the importance of safety.

# Harbor Safety Committee

## of the San Francisco Bay Region

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

- **Lundstrom** said that while the draft document paid some attention to navigational safety, it did not address in any detail the impact of establishing over one hundred new small craft launch sites adjacent to deep draft shipping lanes, fast ferry routes, or high current areas, not to mention smoothing over the importance of summer fogs and our famous micro-climates.
- **Lundstrom** said that by sending the letter, the Water Trail project would be required to respond in detail, to the issues detailed in the draft letter. A copy of that letter is attached to these minutes.

There was no discussion. A motion to send the letter detailing the concerns of the HSC about specific safety issues missing from the draft environmental impact report was made and seconded. The motion passed unanimously.

### **Tug Work Group –**

There was nothing to report.

### **Navigation Work Group –**

There was nothing to report.

### **Ferry Operation Work Group – Capt. Belden**

- Their last meeting had been August 17. At that time, they discussed planning for the Autumn Vessel Mutual Assistance Plan drill and received a briefing from Coast Guard about voiceless VTS.

### **Dredge Issues Work Group – Capt. Bayer**

- **Capt. Bayer** read from the minutes of their last meeting that are attached to these minutes.
- **Capt. Bayer** made specific mention of that part of their report addressing the United States House of Representatives 2010 bill 4844 that would require the Harbor Maintenance Trust Fund to be spent on harbor maintenance for the year in which it was collected. A copy of the bill is included in their minutes.

**Lundstrom** asked **Capt. Bayer** to distribute a list of those Senators and Representatives that should be contacted. **Lundstrom** asked the Marine Exchange to publish the information on its web site.

**David H. Sulouff**, USCG, said that the Coast Guard District Commander could require the sort of vertical clearance sensors discussed under the topic of the Oakland outer harbor turning basin.

**Wheaton** said that public notice about channel realignments would need to go out soon to get on NOAA charts in a timely manner.

### **Prevention through People Work Group – Brown**

# Harbor Safety Committee

## of the San Francisco Bay Region

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

- The comment period for proposed changes to the operation of the Alameda draw bridge had closed. Brown said that a San Francisco Fire Department fire boat had recently been able to respond in a timely manner to a fire on a pier in Alameda. She said that might not be the case if the new regulations take place.
- The *Sharing the Bay* video is now available on the Marine Exchange web site.

**Sulouff** said that the District 11 commander was going through comments on the proposed changes to the operation of the Alameda draw bridge. He said that the comments of the HSC would be included.

### Physical Oceanographic Real Time System (PORTS) Work Group – Capt. Amso

**Capt. Amso** read from the minutes of their last meeting that are attached to these minutes.

### PORTS Report – Steinbrugge

**Steinbrugge's** report repeated information available in the minutes of the PORTS Work Group regarding maintenance and development of the system.

**Berge** asked if NOAA had considered a survey of PORTS users to identify who they are and why they use PORTS. **Wheaton** said that was a reasonable request, and that he would move the question forward. **Berge** said that a better understanding of the users could make it easier to target grant proposals to support the system.

### Public Comment

**Self** thanked VTS and the Bar Pilots for their cooperation with the Dolphin Club swim event to raise money for the San Francisco Bay Keeper.

**Capt. Korwatch** announced the next meeting of the Area Maritime Security Meeting scheduled for October 19.

### Old Business

There was none

### New Business

There was none

### Adjournment

A motion for adjournment was made and seconded. It passed without discussion or dissent.


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**Lundstrom** adjourned the meeting at 1200.

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	
July-10	
PORT SAFETY CATEGORIES	
<b>1. Total Number of Port State Control Detentions for period:</b>	<b>0</b>
SOLAS (0), MARPOL (0), ISM (0), ISPS (0)	
<b>2. Total Number of COTP Orders for the period:</b>	<b>0</b>
Navigation Safety (0), Port Safety & Security (0), ANOA (0)	
<b>3. Marine Casualties (reportable CG 2692) within SF Bay:</b> Allision (1), Collision (0), Fire (0), Grounding (0), Sinking (0), Steering (0), Propulsion (3), Personnel (0), Other (0), Power (0)	<b>4</b>
<b>4. Total Number of (routine) Navigation Safety related issues / Letters of Deviation:</b>	<b>3</b>
Radar (0), Steering (0), Gyro (0), Echo sounder (0), AIS (2), AIS-835 (0), ARPA (0), SPD LOG (0), R.C (0), Other (1)	
<b>5. Reported or Verified "Rule 9" or other Navigational Rule Violations within SF Bay:</b>	<b>0</b>
<b>6. Significant Waterway events or Navigation related cases for the period:</b>	<b>0</b>
<b>7. Maritime Safety Information Bulletins (MSIBs):</b>	<b>0</b>
<b>Total Port Safety (PS) Cases opened for the period:</b>	<b>7</b>
MARINE POLLUTION RESPONSE	
<b>* Source Identification (Discharges):</b>	
<b>TOTAL VESSELS</b>	<b>7</b>
U.S. Commercial Vessels (2 total, 1 required clean-up)	2
Foreign Freight Vessels	0
Public Vessels	2
Commercial Fishing Vessels (1 case which was federalized)	1
Recreational Vessels (2 cases total, 1 federalized)	2
<b>TOTAL FACILITIES</b>	<b>2</b>
Regulated Waterfront Facilities	0
Regulated Waterfront Facilities - Fuel Transfer	0
Other Land Sources (2 total, 1 required clean-up)	2
<b>Mystery Spills - Unknown Sources</b>	<b>8</b>
<b>Total Oil/Hazmat Pollution Incidents within San Francisco Bay for Period</b>	<b>17</b>
1. Spills < 10 gallons	15
2. Spills 10 - 100 gallons	2
3. Spills 100 - 1000 gallons	0
4. Spills > 1000 gallons	0
5. Spills - Unknown	0
<b>TOTAL OIL DISCHARGE AND HAZARDOUS MATERIALS RELEASE VOLUMES BY SPILL SIZE CATEGORY:</b>	<b>17</b>
1. Estimated spill amount from U.S. Commercial Vessels:	2
2. Estimated spill amount from Foreign Freight Vessels:	0
2. Estimated spill amount from Public Vessels:	26
3. Estimated spill amount from Commercial Fishing Vessels:	0
4. Estimated spill amount from Recreational Vessels:	31
5. Estimated spill amount from Regulated Waterfront Facilities:	0
6. Estimated spill amount from Regulated Waterfront Facilities - Fuel Transfer:	0
7. Estimated spill amount from Other Land Sources:	1.5
8. Estimated spill amount from Unknown sources:	4.6
<b>TOTAL OIL DISCHARGE AND/OR HAZARDOUS MATERIAL RELEASE VOLUMES (GALLONS):</b>	<b>65.1</b>
Civil Penalty Cases for Period	0
Notice of Violations (TKs)	0
Letters of Warning	3
<b>TOTAL PENALTY ACTIONS:</b>	<b>3</b>

## SIGNIFICANT PORT SAFETY AND SECURITY CASES

### MARINE CASUALTIES - PROPULSION/STEERING

**Marine Casualty- Loss of Propulsion, M/V ANL BINBURRA (01 July):** The M/V ANL BINBURRA lost propulsion due to a faulty fuel oil pressure control valve while enroute to SF Bay. The vessel's Class society conducted a survey of repairs and proper operational testing of the control valve.

**Marine Casualty- Loss of Propulsion, T/V CABO HELLAS (12 July):** The T/V CABO HELLAS experienced a loss of propulsion while transiting inbound to SF Bay. Two items were found by the attending class surveyor and diesel technician: (1) an air actuated variable cylinder fuel injection control system was malfunctioning and (2) the marine gas oil was not cooled within operating parameters before being used. Either problem may have caused the propulsion failure. Repairs were made and the system was operationally tested.

**Marine Casualty- Loss of Propulsion, M/V KIEL EXPRESS (12 July):** The M/V KIEL EXPRESS experienced a loss of propulsion while transiting inbound to SF Bay. The attending class surveyor determined that the loss of propulsion was due to insufficient fuel oil pressure at slow speeds after switching to marine gas oil. Attending class surveyors witnessed adjustments to fuel pressure regulator and conducted operational tests.

**Marine Casualty- Allision, SPV NEW SALMON QUEEN w/ submerged object (24 July):** The 49ft Small Passenger Vessel (SPV) NEW SALMON QUEEN reported that they struck a submerged object while transiting back to SF Bay from the Farallon Islands. Initial estimates indicate approximately \$5k in damage to the aft section of the hull and propeller. NOAA was also notified and will investigate the casualty as a possible whale strike.

### VESSEL SAFETY CONDITIONS

NONE

### GENERAL SAFETY/SECURITY CASES

NONE

### NAVIGATIONAL SAFETY

**Navigation Safety- Letter of Deviation (LOD) INOP Automatic Identification System (AIS), M/V MAERSK DAMIETTA (01 July):** The M/V MAERSK DAMIETTA was issued an LOD to transit within the SF Bay for an inoperable Automatic Identification System. Repaired prior to departure.

**Navigation Safety - LOD INOP AIS, M/V MAERSK DHAHRAN (14 July):** The vsl was issued an inbound LOD for an inoperable AIS. The vsl technician was unable to make the repairs and an outbound LOD was requested and granted.

**Navigation Safety- Missing Anchor, M/V BOONTRIKA NAREE (16 July):** The vsl was issued an inbound LOD for entering San Francisco Bay without a port side anchor and transited to Stockton, California; the vsl lost the anchor while transiting from S. Korea to Vancouver, WA. Vessel departed without obtaining new anchor.

### SIGNIFICANT INCIDENT MANAGEMENT DIVISION CASES

**P/C SEEKER-** Vessel sank at the dock at the Freeport Marina in Sacramento, CA. Incident Management Division (IMD) determined that there was a substantial threat to the environment. Responsible Party did not have resources appropriate for removal of threat. Case was federalized. IMD hired Global Inshore Contractors to remove all fuel and hazardous materials from vessel. RP will raise the vsl himself after fuel removal actions are complete.

<b>PREVENTION / RESPONSE - SAN FRANCISCO HARBOR SAFETY STATISTICS</b>	
<b>August-10</b>	
<b>PORT SAFETY CATEGORIES</b>	
<b>1. Total Number of Port State Control Detentions for period:</b>	<b>0</b>
SOLAS (0), MARPOL (0), ISM (0), ISPS (0)	
<b>2. Total Number of COTP Orders for the period:</b>	<b>0</b>
Navigation Safety (0), Port Safety & Security (0), ANOA (0)	
<b>3. Marine Casualties (reportable CG 2692) within SF Bay:</b> Allision (0), Collision (1), Fire (0), Grounding (0), Sinking (0), Steering (0), Propulsion (3), Personnel (0), Other (2), Power (0)	<b>6</b>
<b>4. Total Number of (routine) Navigation Safety related issues / Letters of Deviation:</b>	<b>7</b>
Radar (4), Steering (0), Gyro (2), Echo sounder (0), AIS (1), AIS-835 (0), ARPA (0), SPD LOG (0), R.C (0)	
<b>5. Reported or Verified "Rule 9" or other Navigational Rule Violations within SF Bay:</b>	<b>0</b>
<b>6. Significant Waterway events or Navigation related cases for the period:</b>	<b>0</b>
<b>7. Maritime Safety Information Bulletins (MSIBs):</b>	<b>0</b>
<b>Total Port Safety (PS) Cases opened for the period:</b>	<b>13</b>
<b>MARINE POLLUTION RESPONSE</b>	
<b>* Source Identification (Discharges):</b>	
<b>TOTAL VESSELS</b>	<b>10</b>
U.S. Commercial Vessels (2 total, 1 required clean-up)	2
Foreign Freight Vessels	0
Public Vessels	1
Commercial Fishing Vessels (1 case which was federalized)	1
Recreational Vessels (2 cases total, 1 federalized)	6
<b>TOTAL FACILITIES</b>	<b>6</b>
Regulated Waterfront Facilities	0
Regulated Waterfront Facilities - Fuel Transfer	0
Other Land Sources (2 total, 1 required clean-up)	6
<b>Mystery Spills - Unknown Sources</b>	<b>6</b>
<b>Total Oil/Hazmat Pollution Incidents within San Francisco Bay for Period</b>	<b>22</b>
1. Spills < 10 gallons	15
2. Spills 10 - 100 gallons	1
3. Spills 100 - 1000 gallons	0
4. Spills > 1000 gallons	0
5. Spills - Unknown	6
<b>TOTAL OIL DISCHARGE AND HAZARDOUS MATERIALS RELEASE VOLUMES BY SPILL SIZE CATEGORY:</b>	<b>22</b>
1. Estimated spill amount from U.S. Commercial Vessels:	33
2. Estimated spill amount from Foreign Freight Vessels:	0
2. Estimated spill amount from Public Vessels:	5
3. Estimated spill amount from Commercial Fishing Vessels:	2
4. Estimated spill amount from Recreational Vessels:	14
5. Estimated spill amount from Regulated Waterfront Facilities:	0
6. Estimated spill amount from Regulated Waterfront Facilities - Fuel Transfer:	0
7. Estimated spill amount from Other Land Sources:	3
8. Estimated spill amount from Unknown sources:	2
<b>TOTAL OIL DISCHARGE AND/OR HAZARDOUS MATERIAL RELEASE VOLUMES (GALLONS):</b>	<b>59</b>
Civil Penalty Cases for Period	0
Notice of Violations (TKs)	3
Letters of Warning	4
<b>TOTAL PENALTY ACTIONS:</b>	<b>7</b>

## SIGNIFICANT PORT SAFETY AND SECURITY CASES

### MARINE CASUALTIES - PROPULSION/STEERING

**Marine Casualty- Loss of Propulsion, Ferry ENCINAL (05 Aug):** The Ferry ENCINAL lost propulsion approx. 300yds off of Pier 39 in San Francisco, with three passengers onboard. Vessel ran out of fuel. Investigation pends.

**Marine Casualty-Partial Loss of Propulsion, M/V NYK ARTEMIS (17 Aug):** The M/V NYK ARTEMIS lost lube oil pressure activating a safety interlock reducing engine speed to less than 25 RPM. The system was bled and cleaned then operationally tested prior to getting underway.

**Marine Casualty- Collision, Ferry MARIN (23 Aug):** The Ferry MARIN collided with a small work boat from a dredge that was working in the Larkspur Channel. The individual on the small boat jumped from his vessel and swam clear before the collision. The individual was picked up by the MARIN and transferred to a safe location. No injuries, pollution, nor damage to the MARIN. Investigation pends.

**Marine Casualty- Loss of Propulsion, ATB CORPUS CHRISTI (27 Aug):** Lost propulsion after switching to Marine Gas Oil when fuel pumps began to leak excessively. Engineers performed repairs to the port main engine by replacing a majority of the O-rings with onboard spares. Stbd main engine was unable to be repaired due to the depleted stock of onboard spare O-rings. Vessel entered port on one engine with tug assist. Stbd engine was repaired in port prior to vessel's departure.

### VESSEL SAFETY CONDITIONS

NONE

### GENERAL SAFETY/SECURITY CASES

**Security Breach, Tesoro/ Martinez Refinery (07 Aug):** A male was spotted over the fence line with a bike at the refinery and was detained by security while awaiting support from the Contra Costa Sheriffs Dept. Contra Costa Sheriffs arrested the man and then released him after getting negative results for wants and warrants. The man stated that he had gotten lost while on a recreational bike ride and had jumped the fence and taken some pictures. The pictures were deleted by Contra Costa Sheriffs and CG directed Tesoro to do a full perimeter check and inspection of their fence line (perimeter search of Tesoro yielded negative results).

**Security Breach, Shell Oil Refinery/Martinez (19 Aug):** A man entered the facility without authorization from the north vehicle gate. The individual entered the facility when the security staff was conducting a vehicle inspection; the individual was stopped, detained by security and turned over to Martinez Police Dept. The man was reportedly confused as to his whereabouts.

### NAVIGATIONAL SAFETY

**Navigation Safety- Letter of Deviation (LOD) INOP GYRO COMPASS, M/V ROSCOE LEMON (04 Aug):** Vsl was issued an inbound LOD for an inoperable gyro compass. Repaired prior to departure.

**Navigation Safety - LOD Inoperable 10CM Radar, M/V PARIS EXPRESS (04 Aug):** The vsl was issued an inbound LOD for a malfunctioning 10 CM radar. Repaired prior to departure.

**Navigation Safety - LOD AIS, T/V POLAR ADVENTURE (07 Aug):** The vsl was issued an inbound LOD for a malfunctioning Automated Identification System. Repaired prior to departure.

**Navigation Safety- LOD 10CM Radar, M/V ANL BINBURRA (11 Aug):** The vsl was issued an inbound LOD for inoperative 10CM radar. Vessel unable to complete repairs in port without additional parts. Vessel allowed to depart under LOD to transit to LA/LB where parts would be waiting to complete repairs.

**Navigation Safety- LOD 10CM Radar, M/V ZHEN HUA (11 Aug):** The vsl was issued an inbound LOD for inoperative 10CM radar. Repaired prior to departure.

**Navigation Safety- LOD 10CM Radar, M/V NASSAU PRIDE (13 Aug):** The vsl was issued an inbound LOD for inoperative 10CM radar. Repaired prior to departure.

**Navigation Safety- LOD INOP GYRO COMPASS, T/V ENERGY POWER (27 Aug):**  
Vsl was issued an inbound LOD for a malfunctioning gyro compass. Repaired prior to departure.

### SIGNIFICANT INCIDENT MANAGEMENT DIVISION CASES

**T/V MARSHALL FOSS (18AUG):** On 18AUG2010 the T/V MARSHALL FOSS discharged approximately 5 gallons of clarity oil in Richmond, CA due to a failure in the port side shaft seal. A Notice of Violation (NOV) was issued.

**DBL 77 (18AUG):** On 18AUG2010 DBL 77 was located at anchorage 9 and had a hydraulic line split resulting in approximately 25 gallons of hydraulic oil discharging into the San Francisco bay. NRCES deployed boom and performed cleanup. A NOV was issued.



## CALIFORNIA STATE LANDS COMMISSION

### HARBOR SAFETY COMMITTEE MONTHLY REPORT - JULY COMPARISON

#### VESSEL TRANSFERS

	Total Transfers	Total Vessel Monitors	Total Transfer Percentage
JULY 1 - 31, 2009	236	117	49.58
JULY 1 - 31, 2010	274	111	40.51

#### CRUDE OIL / PRODUCT TOTALS

	Crude Oil ( D )	Crude Oil ( L )	Overall Product ( D )	Overall Product ( L )	GRAND TOTAL
JULY 1 - 31, 2009	11,863,500	170,000	18,473,310	9,451,323	27,924,633
JULY 1 - 31, 2010	13,343,000		20,953,050	11,352,473	32,305,523

#### OIL SPILL TOTAL

	Terminal	Vessel	Facility	Total	Gallons Spilled
JULY 1 - 31, 2009	0	0	0	0	0
JULY 1 - 31, 2010	0	0	0	0	0

\*\*\* Disclaimer:

Please understand that the data is provided to the California State Lands Commission from a variety of sources; the Commission cannot guarantee the validity of the data provided to it.



# CALIFORNIA STATE LANDS COMMISSION

## HARBOR SAFETY COMMITTEE MONTHLY REPORT - AUGUST COMPARISON

### VESSEL TRANSFERS

	Total Transfers	Total Vessel Monitors	Total Transfer Percentage
AUGUST 1 - 31, 2009	212	92	43.40
AUGUST 1 - 31, 2010	232	103	44.4

### CRUDE OIL / PRODUCT TOTALS

	Crude Oil ( D )	Crude Oil ( L )	Overall Product ( D )	Overall Product ( L )	GRAND TOTAL
AUGUST 1 - 31, 2009	9,405,000	555,000	18,241,000	8,075,854	26,316,854
AUGUST 1 - 31, 2010	12,738,586		19,286,284	11,847,359	31,133,643

### OIL SPILL TOTAL

	Terminal	Vessel	Facility	Total	Gallons Spilled
AUGUST 1 - 31, 2009	0	1	0	1	OTHER - 115 gallon
AUGUST 1 - 31, 2010	0	0	0	0	

\*\*\* Disclaimer:

Please understand that the data is provided to the California State Lands Commission from a variety of sources; the Commission cannot guarantee the validity of the data provided to it.

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

**Report of the  
U.S. Army Corps of Engineers, San Francisco District  
September 9, 2010**

**1. CORPS FY 2010 O&M DREDGING PROGRAM**

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

- a. **Main Ship Channel (55+2)** – The Essayons has completed the Main Ship Channel. **No change.**
- b. **Richmond Outer Harbor (and Richmond Long Wharf)** – **The bid opening is scheduled for September 15 for all of Richmond. The offloader availability at Hamilton is driving the start dates for dredging. Dredging is targeted to begin on or about October 15.**
- c. **Richmond Inner Harbor** – **Same as Richmond Outer Harbor.**
- d. **Oakland O & M Dredging** - Conditions surveys have been completed. Dredge volumes have been calculated. **Dredging is scheduled for mid-October.**
- e. **Suisun Bay Channel** – **The pre-dredge survey is scheduled for this week. Dredging is scheduled for a September 13 start.**
- f. **Pinole Shoal (35+2)** – Dredging completed July 2. **No Change.**
- g. **Redwood City/San Bruno Shoal** – Dredging is complete. No major dredging for at least a year (mid 2011). **No Change.**

**2. DEBRIS REMOVAL** – **The debris total for July 2010 was 19 tons: 9 tons by the Grizzly; 10 tons by the Raccoon; for August the total was 25 tons: 7 tons by the Grizzly and 18 tons by the Raccoon.**

September	3.5	6		10				
October	16	17		33				
November	15	45		60				
December	33	98	2	133				
Jan. 2010		228	2	230				
Feb	17	112	5	134				
March		56.00	16.50	73				
April		40	9	49				
May	7	15		22				
June	5	65		70				
July	9	10		19				
August	7	18		25				
Totals	112.50	710.00	34.50	858				

### 3. UNDERWAY OR UPCOMING HARBOR IMPROVEMENTS

None to report.

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

The emergency dredging in Bullshead reach was completed on July 3, 2010.

### 5. OTHER WORK

a. **San Francisco Bay to Stockton** No additional money appropriated in the President's budget for FY 2011. The Corps is hoping to receive a Congressional add later in FY 2011. This project is moving forward on carry-over money. **No change.**

b. **Sacramento River Deep Water Ship Channel Deepening** **\$12,500,000 in the FY 2011 budget for this project. The Corps is scheduled to start construction by late FY 2011.**

### 6. 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 on **July 10 2010** has been posted.

Pinole Shoal: The **post-dredge** survey of **July 8-10, 2010** has been posted.

Suisun Bay Channel: **Post-dredge** survey of **July 6, 2010** has been posted.

New York Slough: Condition survey of June 10-11, 2010 has been posted.

Bull's Head Channel: December 4 post-dredge survey has been posted.

Redwood City: **Condition** survey completed **July 22-23, 2010** has been posted.

San Bruno Shoal: Surveys completed in June 22, 2010 have been posted.

Oakland Entrance Channel: Surveys completed in August and September 2009 have been posted.

Oakland Inner Harbor Turning Basin: A multi-beam survey of April 21 has been posted.



Oakland Inner Harbor - Condition survey of **May 18 & 20, 2010** has been posted.

Oakland Outer Harbor: **Condition** survey of **May 17, 2010** has been posted.

Oakland Outer-Outer Harbor: The special Delta-Echo survey of May 5 has been posted.

Southampton Shoal and Richmond Long Wharf: Surveys of May 10-13, 2010 have been posted.

Richmond Inner Harbor: **Condition** surveys completed in **June 24, 28-30, 2010** have been posted.

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

San Rafael Creek and San Rafael Across-the-Flats: Surveys completed March 2010 have been posted.

Alameda Naval Station Survey (Alameda Point Navigation Channel): Survey completed in April 2010 has been posted.

Disposal Site Condition Surveys:

SF-08 (Main Ship Channel Disposal Site) April 2010;

SF-09 (Carquinez) **July 2010**;

SF-10 (San Pablo Bay) **July 2010** survey has been posted;

SF-11 (Alcatraz): The **July and August, 2010** surveys have been posted.



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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](mailto:hsc@sfmtx.org)

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## San Francisco Clearinghouse Report

September 9, 2010

- ✎ In July the clearinghouse called OSPR once about a possible escort violation. In August the clearinghouse did not have any possible escort violations to notify OSPR about.
- ✎ In July & August the clearinghouse did not receive any notifications of vessels arriving at the Pilot Station without escort paperwork.
- ✎ The Clearinghouse has contacted OSPR 4 time in 2010 regarding possible escort violations. The Clearinghouse called OSPR 8 time 2009; 4 times 2008; 9 times in 2007; 9 times in 2006; 16 times in 2005; 24 times in 2004; twice in 2003; twice in 2002; 6 times in 2001; 5 times in 2000.
- ✎ In July there were 104 tank vessels arrivals; 5 Chemical Tankers, 17 Chemical/Oil Tankers, 28 Crude Oil Tankers, 3 LPG's, 16 Product Tankers, and 35 tugs with barges.
- ✎ In July there were 320 total arrivals.
- ✎ In August there were 100 tank vessels arrivals; 4 Chemical Tankers, 13 Chemical/Oil Tankers, 25 Crude Oil Tankers, 1 LPG, 22 Product Tankers, and 35 tugs with barges.
- ✎ In August there were 317 total arrivals.

# San Francisco Bay Clearinghouse Report For July 2010

## San Francisco Bay Region Totals

	<u>2010</u>		<u>2009</u>	
Tanker arrivals to San Francisco Bay	69		52	
Barge arrivals to San Francisco Bay	35		39	
Total Tanker and Barge Arrivals	104		91	
Tank ship movements & escorted barge movements	403		342	
Tank ship movements	221	54.84%	168	49.12%
Escorted tank ship movements	95	23.57%	84	24.56%
Unescorted tank ship movements	126	31.27%	84	24.56%
Tank barge movements	182	45.16%	174	50.88%
Escorted tank barge movements	85	21.09%	82	23.98%
Unescorted tank barge movements	97	24.07%	92	26.90%

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

Escorts reported to OSPR 1 2

<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	216		375		0		182		773	
Unescorted movements	143	66.20%	219	58.40%	0	0.00%	89	48.90%	451	58.34%
Tank ships	62	28.70%	93	24.80%	0	0.00%	43	23.63%	198	25.61%
Tank barges	81	37.50%	126	33.60%	0	0.00%	46	25.27%	253	32.73%
Escorted movements	73	33.80%	156	41.60%	0	0.00%	93	51.10%	322	41.66%
Tank ships	43	19.91%	70	18.67%	0	0.00%	47	25.82%	160	20.70%
Tank barges	30	13.89%	86	22.93%	0	0.00%	46	25.27%	162	20.96%

Notes:

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

# San Francisco Bay Clearinghouse Report For August 2010

## San Francisco Bay Region Totals

	<u>2010</u>		<u>2009</u>	
Tanker arrivals to San Francisco Bay	65		69	
Barge arrivals to San Francisco Bay	35		40	
Total Tanker and Barge Arrivals	100		109	
Tank ship movements & escorted barge movements	333		376	
Tank ship movements	186	55.86%	206	54.79%
Escorted tank ship movements	88	26.43%	91	24.20%
Unescorted tank ship movements	98	29.43%	115	30.59%
Tank barge movements	147	44.14%	170	45.21%
Escorted tank barge movements	64	19.22%	67	17.82%
Unescorted tank barge movements	83	24.92%	103	27.39%

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

Escorts reported to OSPR 0 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	199		319		0		133		651	
Unescorted movements	130	65.33%	183	57.37%	0	0.00%	68	51.13%	381	58.53%
Tank ships	66	33.17%	85	26.65%	0	0.00%	36	27.07%	187	28.73%
Tank barges	64	32.16%	98	30.72%	0	0.00%	32	24.06%	194	29.80%
Escorted movements	69	34.67%	136	42.63%	0	0.00%	65	48.87%	270	41.47%
Tank ships	38	19.10%	57	17.87%	0	0.00%	32	24.06%	127	19.51%
Tank barges	31	15.58%	79	24.76%	0	0.00%	33	24.81%	143	21.97%

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 2010

## San Francisco Bay Region Totals

	<u>2010</u>		<u>2009</u>		
Tanker arrivals to San Francisco Bay	520		758		
Barge arrivals to San Francisco Bay	291		455		
Total Tanker and Barge Arrivals	811		1,213		
Tank ship movements & escorted barge movements	2,729		4,076		
Tank ship movements	1,556	57.02%	2,314		56.77%
Escorted tank ship movements	688	25.21%	1,069		26.23%
Unescorted tank ship movements	868	31.81%	1,245		30.54%
Tank barge movements	1,173	42.98%	1,762		43.23%
Escorted tank barge movements	543	19.90%	778		19.09%
Unescorted tank barge movements	630	23.09%	984		24.14%

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

Escorts reported to OSPR 4 8

<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	1,621		2,592		0		1,154		5,367	
Unescorted movements	1,035	63.85%	1,533	59.14%	0	0.00%	590	51.13%	3,158	58.84%
Tank ships	482	29.73%	670	25.85%	0	0.00%	282	24.44%	1,434	26.72%
Tank barges	553	34.11%	863	33.29%	0	0.00%	308	26.69%	1,724	32.12%
Escorted movements	586	36.15%	1,059	40.86%	0	0.00%	564	48.87%	2,209	41.16%
Tank ships	333	20.54%	480	18.52%	0	0.00%	289	25.04%	1,102	20.53%
Tank barges	253	15.61%	579	22.34%	0	0.00%	275	23.83%	1,107	20.63%

**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.

**Harbor Safety Committee-San Francisco Bay Region  
ARB OGV Clean Fuel Rule Update**



**Port of San Francisco  
September 9, 2010**

California Environmental Protection Agency



**Air Resources Board**

**ARB OGV Clean Fuel Rule  
Essential Modifications Exemption  
Applications Summary\***

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Total number of applications received: 466 vessels  
Number of applications pending: 30 vessels  
Total number of applications completed: 436 vessels  
Number of completed applications approved: 378  
Number of completed applications  
with partial approvals: 58 vessels\*\*

\*Summary from July 1, 2009 to September 1, 2010.

\*\*Includes denial of 58 main engine requests and 8 auxiliary engine requests and approval of all accompanying auxiliary boiler requests.

## ARB OGV Clean Fuel Rule Use of Safety Exemptions\*

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Safety Exemptions (per month)	
July –December 2009	11
January 2010	5
February 2010	2
March 2010	5
April 2010	2
May 2010	2
June 2010	1
July 2010	1
August 2010	1
Total July 2009 – September 2010	30
Noncompliance Fees	
Total July 2009 – September 2010	3

\*Summary from July 1, 2009 to Sept. 1, 2010

3

## ARB OGV Clean Fuel Rule Contact Information

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<http://www.arb.ca.gov/marine>

4



## **San Francisco Bay National Estuarine Research Reserve**

3152 Paradise Drive, Tiburon, CA 94920-1205

Tel (415) 338-3707 Fax (415) 435-7120 Web: [www.sfbaynerr.org](http://www.sfbaynerr.org)

### **Who are we?**

The San Francisco Bay National Estuarine Research Reserve (SF Bay NERR) is a partnership among NOAA, San Francisco State University, California State Parks, Solano Land Trust and the Bay Conservation and Development Commission established for long-term research, education and stewardship of the Bay. Two of the most pristine wetlands left in the estuary are protected as part of the SF Bay NERR: China Camp State Park in Marin County and Rush Ranch Open Space Preserve in Solano County. SF Bay NERR is part of a network of 27 Research Reserves nationwide.

(<http://sfbaynerr.org/>)

### **Why are we here?**

The SF Bay NERR invites you to join us in revising our Management Plan for the Reserve. We want to hear from you about ideas, questions, or concerns. Your ideas will help us develop the working draft for its 30 day public comment period in October. Once final, the Management Plan will provide focus and guidance to the Reserve's activities over the next five years. We are asking you to read the following two background pages and come to the Harbor Safety Committee meeting with your comments and questions.

### **What does the SF Bay NERR do?**

We are a non-regulatory partnership-based program with the flexibility to work at local, regional, state, and national scales. It is our goal to comprehensively address coastal management needs of the Bay area. To do this, we:

- Guide and coordinate research within the Reserve sites
- Conduct long-term monitoring of water quality, weather, and biological systems
- Foster stewardship activities to enhance the reserve sites
- Offer education programs for science teachers and the public
- Provide training for coastal decision makers
- Identify and address coastal management needs
- Serve as a bridge to federal resources

### **What does this mean to the maritime community?**

We serve as a coordinating forum and resource for data needs. For example, the Reserve currently hosts four monitoring stations that measure parameters such as salinity, temperature and dissolved oxygen.

We also coordinate with the larger monitoring networks in the Bay. Our data are available at:

<http://cdmo.baruch.sc.edu/QueryPages/googlemap.cfm>.

We are also a training resource. Our Coastal Training Programs are specifically designed to meet decision-maker needs and we conduct assessments of audiences in the SF Bay region to inform training offerings. Recent offerings have included adaptation planning, public issues and conflict management, and new predictive tools for addressing fecal pollution in the Bay. (<http://www.sfbaynerr.org/ctp/> )



*San Francisco Bay National Estuarine Research Reserve is a partnership among National Oceanic and Atmospheric Administration, San Francisco State University, California State Parks, Solano Land Trust and the Bay Conservation and Development Commission.*





We coordinate research at China Camp and Rush Ranch. These places serve as reference sites for scientific research, restoration activities, and provide baseline habitat data for response and recovery purposes.

**What are some Draft Management Plan highlights?**

Two areas of the plan that we highlight here are the subject areas for the focus of our work and the section on potential Reserve sites. We need to focus our efforts in specific subject areas so as to use our staff and resources as effectively as possible. We have decided to focus our efforts in four areas: climate change, species interactions, water quality, and habitat restoration. Broadly, our goals for each of these issues areas include increasing knowledge, understanding effects, and improving the ability of partners and stakeholders to respond to these issues.

*Climate Change:* Reserve staff will work closely with partners to develop and implement protection, management, and restoration strategies that proactively accommodate the predicted effects of climate change within the Reserve sites. This includes working together to promote Rush Ranch and China Camp on both regional and national-scales as “sentinel sites” – areas that are used for long-term monitoring of physical environmental conditions (e.g., geodetic elevation, marsh surface elevation, sediment dynamics, water levels and vegetation conditions), so as to measure changes to ecosystem function in response to environmental stressors such as sea level rise.

*Species Interactions:* Interactions among species, within species, and between species and their environment are of central importance to the structure and function of Northern California’s estuaries and coastal habitats. Species interactions influence numerous ecological processes including production and consumption, nutrient cycling, and habitat change. The SF Bay NERR coordinates research to understand the dynamics of species interactions; educates coastal decision makers, the public and science teachers about those interactions; and provides tools to help land managers and local governments support species diversity and ecosystem functions.

*Water Quality:* Accurate, high-frequency, long-term monitoring is essential to the detection and understanding of subtle changes in water-quality within the estuary. Following protocols established by the NERRS System-Wide Monitoring Program, the Reserve maintains a network of water-quality monitoring stations spanning the salinity gradient encompassed by Rush Ranch and China Camp. These monitoring data, coupled with nutrient, contaminant, and flow studies conducted within the Reserve, can be used by scientists, educators, managers, and commercial and recreational users of the Bay.

*Habitat Restoration:* China Camp and Rush Ranch - with their rare remnants of habitats that were once common such as native grasslands, tidal marsh, and tidal flats – are used as reference sites to compare functioning of the „natural“ habitat with that of a recently restored area. SF Bay NERR encourages basic research on remnant habitats, supports applied restoration research, and actively facilitates education about best practices of restoration. Our stewardship activities, such as invasive weed control, likewise support habitat restoration.

**Potential Reserve Sites:** The plan outlines background information on two potential Reserve sites: Browns Island Regional Shoreline in Contra Costa County and the Richardson Bay Audubon Center and Sanctuary in Marin County.

**Browns Island:** The original scope of the SF Bay NERR included Browns Island as a third site that would have allowed the entire salinity gradient of the Bay to be represented in research and monitoring efforts. Ultimately Browns Island was not designated due to concerns regarding how designation would affect potential dredging activities in the adjacent navigation channel. Today, Browns Island remains an important ecological resource and a priority reference site for estuarine research in the Bay, including long-term monitoring. The plan acknowledges previous work on assessing the environmental impact of designating the island and the value of including it at some future time. Such acknowledgement allows exploring the possibility of adding Browns Island as a site, although such designation would be through an entirely separate, publically-conducted boundary expansion process.

**Richardson Bay Audubon Center and Sanctuary:** Being closer to the Golden Gate, Richardson Bay is exposed to a greater marine influence and would thus extend the salinity gradient covered by the existing SF Bay NERR sites. The Sanctuary encompasses eelgrass beds, an important foundation species not found at the other SF Bay NERR sites. This submerged aquatic vegetation is known to provide spawning substrate for Pacific herring, a critical food for wintering birds and harbor seals in the Bay and an important local fishery. Richardson Bay Sanctuary also boasts a native oyster population, intertidal salt marshes and tidal flats, and habitats that support migratory and resident birds. SF Bay NERR and Audubon have established a strong partnership and actively collaborate in a number of ways, including joint education activities and joint research to explore how tidal flows interact with eelgrass restoration. Acknowledging these benefits allows exploring the possibility of adding Richardson Bay as a site, although such designation would be through an entirely separate, publically-conducted boundary expansion process.

### **Next steps**

Please submit any ideas, questions or suggestions to Jaime Kooser via e-mail by Thursday, September 23, 2010. We are happy to arrange a follow-up meeting for anyone wanting to explore this in more detail, so please contact Jaime Kooser to set up a meeting.

We encourage you to review the entire plan during the public comment period for the Draft Management Plan to learn more about the Reserve's current programs, resources, and specific goals and actions. Thank you!

#### ***For more information contact:***

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**P.O.R.T.S Sub-Committee Meeting  
Held on August 26, 2010  
SLC Northern California Office, Hercules.**

**Attendees**

Chris Beckwith	CSLC
Jeff Cowan	OSPR
Alan Steinbrugge	SF Marine Exchange
Linda Scourtis	BCDC
Gerald Wheaton	NOAA
Bill Nickson	Transmarine
Bob Chedsey	CSLC
John Schneider	Tesoro
Esam Amso	Valero

**1-Progress of New Sensors Installations**

SF is in progress but maybe slowed (Pier 1 then Pier 27)  
Pittsburg - working  
Amorco – NOAA to install tide gauge tentatively in October  
Avon – moving well, October finish .....

Oakland Bar Channel – current sensor broken, presently under repairs.

**2-Bay Bridge Air Gap Measurement System**

This was discussed by the attendees and it is in the opinion that if there is a need to install such equipment, then the requesting (needing) party should send a letter and ask the SF HSC look into it and pass to relevant entity, it is also the opinion of the sub-Committee that funds for the project be paid by them, the Port of Los Angeles similar project contract for the Vincent Thomas Bridge with NOAA in 2009 was estimated to cost to install \$80,240 and about \$20,000 O&M annually for five years.

**3-SF Bar Buoy Data Update**

This Buoy gives SF Bar wave heights for use of SF Bar Pilots and the small boat community transiting the offshore Federal channel real time.

**4-NOAA Stats for web hits to PORTS System**

On average, PORTS has had 7,000 hits a month.

**5-Other Items**

NOAA indicated that SF and Oakland Airport weather (Wind) data can be integrated into PORTS.

Meeting from 1400-1530 was adjourned.

Sub-Committee Chair  
Esam Amso.



San Francisco Harbor Safety  
Sept 9, 2010

DIG Report

The DIG work group met on July 20<sup>th</sup> at CSLC in Hercules.

**Attendees:**

John Marcantonio, Foss  
Walt Partika, Foss  
Robert Gregory, Foss  
Ron Chamberlin, Port of Benicia  
Bill Nickson, Transmarine  
Esam Amso, Valero  
Chris Beckwith, CSLC  
Bruce Horton, SF Bar Pilots  
George Livingstone, SF Bar Pilots  
Joan Lundstrom, Chair Harbor Safety Committee  
Peter Bonebakker, ConocoPhillips  
Steve Chesser, ACOE  
DesaRae Janszen, USCG  
Michael Coyne, OSPR  
Linda Scoutis, BCDC  
Alan Steinbrugge, SFMX  
Marc Bayer Tesoro

Minutes:

**Dredging**

- Pinole 34.8' after completion of dredging by Essayons. The ACOE stated the dredging in Pinole Shoal Channel is completed for the year.
- Bulls Head Channel contractor has been awarded and will start late August in Suisun Bay.
- The ACOE was requested to identify on the surveys whether they are single or multi-beam.
- NOAA again offered their multi beam survey vessel from NRT 6 to work with the ACOE survey boat to bench mark their data following dredging events.
- The HSC DIG work group encourages the ACOE to continue the practice of posting survey results within 7 days of a survey to the maritime community unless there is a substantial change in which case they will report it within 24 to 48 hours.
- Steve Kilmon, ACOE, advised that if the Corp sees a change of more than 2' of channel depth then they immediately notify the marine community.
  - Steve is setting up an alert system via email for changes to loss of depth or increase in depths as a result of surveys which will go into effect around Sept. 1.
  - SF Bar Pilots are on an automatic distribution list for these alerts.

- The DIG work group reviewed the frequency of surveys and determined that the survey frequency and timing is adequate.
- The DIG unanimously agreed that an annual bridge to bridge survey of Pinole Shoal Channel should be completed. (San Rafael to Carquinez bridges)

#### **Oakland outer harbor turning basin**

- SF Bar Pilots noted that the ships are continuing to get larger and are planning for ships 1150' x 150' with an air draft of 203'. They will be requesting an air gap sensor be placed on the Bay Bridge by the Port of Oakland. This sensor should be placed in the PORTS system as part of the infrastructure to support the Port of Oakland.

#### **Port of Oakland container cranes; (open item from the April 8, 2010 DIG meeting)**

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

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

The corp reacted quickly to the request to survey Delta/Echo span of the SF Bay Bridge to Oakland Bar Channel;

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

#### **Pinole Shoal Channel re-alignment**

- The new channel is designed to be 600' wide. USCG was requested to review if the ships can transit outside the marked channel if at a light draft.
- Pilots and ACOE were scheduled to meet and review the channel re-alignment studies before turning the plan over to the USCG for final approval and implementation.

In closing the DIG work group would like to thank and acknowledge the ACOE for the excellent work they have done responding to industry's need for better information and dredging which has improved safety of navigation in the bay.

Finally, I would like to take this opportunity to remind everyone that H.R. 4844 is a bill to make sure that the money collected under the Harbor Maintenance Trust Fund (\$400,000,000 annually in California alone) be spent on harbor maintenance and safety of navigation or to fund the San Francisco to Stockton ship channel deepening instead of being appropriated elsewhere. If this money were spent in California the ACOE would be able to ensure that our channels are maintained at project depth year round and safety of navigation would not be something that we have to fight to protect each budget

season. Your letters of support should be sent to your local congressman. Attached is a copy of the CMANC letter and a copy of the bill H.R. 4844 and a list of congressional contacts where the letters can be sent. Time is of the essence.

Respectfully submitted,

Captain Marc Bayer  
Chair DIG work group

111TH CONGRESS  
2D SESSION

# H. R. 4844

To ensure that amounts credited to the Harbor Maintenance Trust Fund  
are used for harbor maintenance.

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## IN THE HOUSE OF REPRESENTATIVES

MARCH 15, 2010

Mr. BOUSTANY (for himself and Mr. STUPAK) introduced the following bill;  
which was referred to the Committee on Transportation and Infrastruc-  
ture, and in addition to the Committee on Rules, for a period to be subse-  
quently determined by the Speaker, in each case for consideration of such  
provisions as fall within the jurisdiction of the committee concerned

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## A BILL

To ensure that amounts credited to the Harbor Maintenance  
Trust Fund are used for harbor maintenance.

1 *Be it enacted by the Senate and House of Representa-*  
2 *tives of the United States of America in Congress assembled,*

3 **SECTION 1. FUNDING FOR HARBOR MAINTENANCE PRO-**  
4 **GRAMS.**

5 (a) HARBOR MAINTENANCE TRUST FUND GUAR-  
6 ANTEE.—

7 (1) IN GENERAL.—The total budget resources  
8 made available from the Harbor Maintenance Trust  
9 Fund each fiscal year pursuant to section 9505(e) of



1 the Internal Revenue Code of 1986 (relating to ex-  
2 penditures from the Harbor Maintenance Trust  
3 Fund) shall be equal to the level of receipts plus in-  
4 terest credited to the Harbor Maintenance Trust  
5 Fund for that fiscal year. Such amounts may be  
6 used only for harbor maintenance programs de-  
7 scribed in section 9505(c) of such Code.

8 (2) GUARANTEE.—No funds may be appro-  
9 priated for harbor maintenance programs described  
10 in such section unless the amount described in para-  
11 graph (1) has been provided.

12 (b) DEFINITIONS.—In this section, the following defi-  
13 nitions apply:

14 (1) TOTAL BUDGET RESOURCES.—The term  
15 “total budget resources” means the total amount  
16 made available by appropriations Acts from the Har-  
17 bor Maintenance Trust Fund for a fiscal year for  
18 making expenditures under section 9505(c) of the  
19 Internal Revenue Code of 1986.

20 (2) LEVEL OF RECEIPTS PLUS INTEREST.—The  
21 term “level of receipts plus interest” means the level  
22 of taxes and interest credited to the Harbor Mainte-  
23 nance Trust Fund under section 9505 of the Inter-  
24 nal Revenue Code of 1986 for a fiscal year as set  
25 forth in the President’s budget baseline projection as

1 defined in section 257 of the Balanced Budget and  
2 Emergency Deficit Control Act of 1985 (Public Law  
3 99–177) for that fiscal year submitted pursuant to  
4 section 1105 of title 31, United States Code.

5 (c) ENFORCEMENT OF GUARANTEES.—It shall not be  
6 in order in the House of Representatives or the Senate  
7 to consider any bill, joint resolution, amendment, motion,  
8 or conference report that would cause total budget re-  
9 sources in a fiscal year for harbor maintenance programs  
10 described in subsection (b)(1) for such fiscal year to be  
11 less than the amount required by subsection (a)(1) for  
12 such fiscal year.

○

DRAFT

September 9, 2010

Ann Buell, Project Manager  
State Coastal Conservancy  
1330 Broadway, 13<sup>th</sup> Floor  
Oakland, CA 94612

Subject: Draft EIR: San Francisco Bay Area Water Trail Plan

Dear Ms. Buell:

The Harbor Safety Committee of the San Francisco Bay Region is pleased to comment on the navigational safety aspects of the proposed Bay Water Trail Plan. The California Legislature established the Harbor Safety Committee (HSC) almost twenty years ago to promote harbor safety by making recommendations to prevent maritime accidents in the Bay Region. The HSC has followed the development of the Water Trail Plan to keep all mariners on Bay waters safe.

We are pleased that the revised Draft Environmental Impact Report added the Section 3.4 Navigational Safety. However, the Executive Summary does not emphasize the dynamics and challenges of the Bay, especially to small nonmotorized boats such as kayaks and canoes. We recommend including a Project Setting:

“The San Francisco Bay system is the largest estuary on the Pacific Coasts of North and South America. Waters from the two major river systems and the Bay flow through the Golden Gate, which is less than a mile wide at its narrowest point. Because of the volume of water moving through the narrow opening on a daily basis, tides and strong currents occur in the Bay. Because of the many microclimates of the San Francisco Bay Area, mariners who navigate through the San Francisco Bay must be aware of how weather conditions can change significantly over short distances and over short periods of time. Mariners must also be aware of the unique weather conditions and weather hazards that are most prevalent during each season.” (Harbor Safety Plan 2010)

The stated goal of the Bay Water Trail Plan project is to provide over 100 access sites around to Bay Area for single and multiple-day trips, but to do this in a safe manner. In order to achieve this goal, the Committee believes the Plan must emphasize an education program that includes:

1. Navigating the Bay (pg. 3-38) is inaccurate as fog occurs during summer months. Also strong winds should be acknowledged as “Small craft advisory conditions (20 to 25 knots) occur nearly every day in summer through the central and northern San Francisco Bay and eastward through the Carquinez Strait.” (Harbor Safety Plan 2010) There is no mention that wakes from fast ferries or large vessels can potentially capsize small craft in close proximity. In general the Plan should stress that the 548 square mile Bay is much more complex, dynamic and varied than described.
2. Near-accidents involving nonmotorized boats are reported to the HSC by the Coast Guard (pg. 3-41). A near accident was reported as follows: October 29, 2009 A tug pushing a barge while transiting to Redwood City altered course to avoid colliding with a group of kayakers and allided with a lighted buoy.
3. Ferry Routes (pg. 3-43) should be updated to include adopted ferry routes by the regular fast commute ferries which are now on NOAA charts (Harbor Safety Plan 2010 shows routes). The existing routes, adopted last year are separate from WETA proposed routes and should be used to alert recreational boaters to stay clear. Regularly scheduled ferries account for 60% of all vessel traffic on the Bay, which travel about twice the speed of cargo ships. The 2010 Harbor Safety Plan cites a higher number of transits: 240 per day.
4. The description of the Harbor Safety Committee (pg. 3-47) should state that the Prevention Through People Work Group (not subcommittee) has produced seven brochures and a video targeted to safe boating for recreational boaters. This includes a ‘Kayakers, Be Alert!’ safety sticker, which has been replicated in other U.S., harbors.
5. Mitigation Measures (pgs. 3-49 – 51). Nonmotorized boats such as kayaks and canoes are the smallest vessels on the Bay and cannot be seen from the bridge of a fast ferry or tanker or container ship when in transit and are not picked up by radar. Ships and tug boats have blind spots ahead of them that can extend hundreds of feet The navigational safety impact is primarily on the small boater, as the larger vessel, traveling at a much higher speed will not be able to make a course change if the smaller boat is even seen. Careful site planning might rank different sites as to experience level and challenges e.g. high velocity currents, proximity to shipping and ferry lanes, etc.
6. Boater Education (Strategy 26). As the Plan states, the Water Trail would have potentially significant impacts on navigational safety unless educational outreach and signage reduces safety risks. It is essential that a vigorous educational program include the points made above which is broader than outlined in the Plan. Paddleboaters need to know more than wearing a Personal Flotation Device (PDF) and how to right a boat. These boaters must read tide tables and charts, be alert to small craft advisories for wind conditions, and possibly carry a marine radio in case of emergency.

In conclusion, the Harbor Safety Committee offers its experience in navigational safety as a resource for education. In particular, the Prevention Through People Work Group has produced outstanding brochures with grants from California Boating and Waterways. Please contact me should you have any questions.

Sincerely,

Joan L. Lundstrom, Chair  
Harbor Safety Committee of the  
San Francisco Bay Region

Cc Harbor Safety Committee

# Harbor Safety Committee

of the San Francisco Bay Region

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

September 16, 2010

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State Coastal Conservancy  
1330 Broadway, 13<sup>th</sup> Floor  
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Sincerely,

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Harbor Safety Committee of the  
San Francisco Bay Region

cc Harbor Safety Committee  
Captain Cynthia Stowe, Captain of the Port, Sector San Francisco