

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, October 11, 2012

Port of Richmond, Harbormaster's Office, 1340 Marina Way South, Richmond,
California

Capt. Lynn Korwatch (M), Marine Exchange of the San Francisco Bay Region (Marine Exchange), Chair of the Harbor Safety Committee (HSC); called the meeting to order 1003.

Capt. Lynn Korwatch (M), Marine Exchange, confirmed the presence of a quorum of the HSC.

Committee members (M) and alternates(A) in attendance with a vote: **Capt. Esam Amso** (M), Valero Marketing and Supply Co.; **Jim Anderson**(M), CA Dungeness Crab Task Force; **Aaron Golbus** (M),Port of San Francisco; **Rob Lawrence**, US Army Corps of Engineers (USACE); **Capt. Jonathan Mendes** (M), Starlight Marine Services; **John Berge** (M), Pacific Merchant Shipping Association (PMSA); **William Needham** (A), National Boating Federation; **Ron Chamberlain** (M), Port of Benicia; **Capt. Andy Cook** (M), Chevron Shipping Company; **Capt. Tom Dougherty** (M), Blue & Gold Fleet; **Capt. Jay Jewess**, United States Coast Guard (USCG); **Deb Self** (M),San Francisco Bay Keeper; **Capt. George Livingstone** (A), San Francisco Bar Pilots; (Bar Pilots); **Jim McGrath** (M), Bay Conservation and Development Commission, (BCDC); **William Nickson** (A), Transmarine Navigation; **Chris Peterson** (M), Port of Oakland; **Capt. Ray Shipway** (A), Masters Mates and Pilots; **Rich Smith** (M), Westar Marine Services; **Gerry Wheaton**, National Oceanic and Atmospheric Administration (NOAA).

The meetings are always open to the public.

Approval of the minutes

A motion to accept the minutes of the meeting of September 13, 2012, was made and seconded. The minutes passed without dissent.

Harbor Safety Committee

of the San Francisco Bay Region

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Prevention and Response Act of 1990*

Comments by Chair – Capt. Korwatch

- **Capt. Korwatch** - Welcomed the committee members and audience.

Coast Guard Report – Capt. Jay Jewess

- Fleet Week and America's Cup couldn't have worked so well without the cooperation of everyone involved.
- A cruise ship came in Sunday and was scheduled to moor up at 1300 during the events but the timing was not good so it was encouraged to come in earlier or late or go to Anchorage. They were very obliging and went to Anchorage 7. No CAPT of the Port order was issued.
- Stockton/Oakland Barge Service will start service soon. There was a ribbon cutting yesterday. They continue to work with the pilots, barge operators and the Ports to make sure the operations go safely.
- Occupy Oakland, the one year anniversary is approaching on October 25th. They anticipate some activity but at this time there is no indication of any planned maritime events.
- Facility Safety and Security Information Sharing Session is scheduled for November 15 ,2012. Primary target is terminal managers. Contact Coast Guard **LCDR Phillips** or **LTJG Lampert** if you have any questions. Flyer attached to minutes.
- **Capt. Jewess** read from the Marine Safety Alert which is attached to minutes.
- **LCDR Wirts** read from the Prevention/Response report that is attached to these minutes

Self asked about the Blue and Gold Ferry that she was on that had an engine not working but got underway anyway. The ferry appeared to be going in circles and there appeared to be a delayed response in notifying the Coast Guard.

Dougherty advised the Captain did make an error in not reporting it correctly. The

Harbor Safety Committee

of the San Francisco Bay Region

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problem it turns out was that a line had been left in the water by the previous vessel, to be determined, and that line ended up in the prop causing the problem.

Wirts wanted to encourage everyone to please let them know if they have any race related issues especially with the 72's coming into Port. The race management team of Americas Cup is concerned about those things.

McGrath asked what a reasonable course to set would be. **Dougherty** advised that the agreement with the AC45 teams is four boat lengths which is the standard they use in other venues.

US Army Corps of Engineers Report – Rob Lawrence

- Congratulated the Coast Guard for their management and all others concerned for the handling of Fleet Week events.
- Lawrence read from Report of the US Army Corps of Engineers attached to these minutes.

Clearing House Report – Captain Korwatch

- In September there were no reported escort violations to OSPR.

OSPR Report – Captain Jeff Cowan

- **Captain Cowan** read from summary of OSPR's potential regulation amendments report that is attached to the minutes. Noted corrections to the report are: **Self** advised that SB1192 was pulled before it went to the State Assembly floor. **Berg** advised that bill AB1602 (Huffman) never made it to the Governor's Office.

Capt. Cullen, OSPR Administrator, responded to a question from the audience which asked about unannounced drills. **Cullen** advised there are two different

Harbor Safety Committee

of the San Francisco Bay Region

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Prevention and Response Act of 1990*

drills. They are looking at trying to exercise the SMT's particularly those that are out of state. It is in draft form, they are holding workshops and they are not planning to do any of them until the new calendar year. They are still in the process of looking at the regulatory change. The other drill is to exercise the entire contingency plan once every three years. Right now it is in draft form on the OSPR website, not a regulation yet. There is also a workshop in Sacramento on the 19th. They are looking at working with industry to see what the best way of doing this is. If there are there drills being done for "NPREP" or other states within the Pacific States British Columbia Task Force here on the West Coast then perhaps we could get an independent drill monitor or someone from OSPR that can go to that to give credit for the California plan. **Cullen** said they are working on the implementation of AB2005. There is a little bit of a gap between what the Coast Guard requires at 400 tons and up and OSPR is requiring 300 tons and up. r OSPR needs to work with the Coast Guard and Vessel Traffic Service to know when these vessels are arriving because there is no requirement for them to report their arrival to OSPR. They wanted to be able to know who is here in the event something does happen.

Cowan advised he wrote an article to go over the issues that ships are encountering in the emissions control area. As a former ship captain only, he wanted to let people know that in order to reach the one percent sulphur that is required inside the emissions control area some blenders at refineries are using some cheaper cutter stock and what that means is the cheaper cutter stock has a high incident of caphines sand in it. The purifiers may not be able to get all the sand out of the fuel. These Caphines are getting into the high pressure fuel system. There is increased wear on internal fuel pumps and fuel injectors , piston crown, piston ring etc. This is high viscosity fuel so it is a lot more forgiving on the components. When they come to CA with extra wear on the fuel and hit it with distillate the distillate MGO/MDO is a lot less viscous and we could start seeing some problems. Good thing is fuel source from the western U.S. is not using this cheaper cutter stock.

Harbor Safety Committee

of the San Francisco Bay Region

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NOAA – Gerry Wheaton

Weather Report provided by the National Weather Service was read aloud. Tsunami marine debris to date as of 12/2011 has received 1365 reports, 765 were at sea sightings, 600 were shoreline sights. As of this month they have had a total of 45 sightings one of which was in California. NRT6 which has been located in Richmond for quite a while, they are looking at sending them to Long Beach in March, April, or May. Coast Pilot is going completely digital with plans to update the Coast Pilot every five days. They plan to meet with USCG to talk about carriage requirements and what is going to be required for the ships to have on board. Per a request from San Diego, **Wheaton** recommended they take a look at carriage requirements based on the areas of operation. Question from audience asked when this would start. Wheaton advised on the East Coast it will start very shortly for Coast Pilot 1 through 4 and he will advise HSC when it gets closer to West Coast. Question from audience asked about the cost. Wheaton advised it is free. Question was asked if there would be an App. Wheaton advised they'd rather spend tax payer money on data acquisition. Person from audience advised he was with the NRC Safe Solutions Navigation Response Team. They will be in the Oakland Estuary for the next couple of months updating the nautical chart. If anyone has any issues or concerns please call them. The pilots and vessel traffic will have their information.

CA State Lands Commission Report – David Stephens

- Read from a report attached to minutes.

Tug Work Group – Captain Jonathan Mendes

- Reviewed request from Coast Guard adding language to the best practices for dead ship tows. As a result they have come to the agreement that they will

Harbor Safety Committee of the SF Bay Region

October 11, 2012

Page 5

Harbor Safety Committee

of the San Francisco Bay Region

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

accept the changes. The only additions that were added were language elements to incorporate the exemptions for load line which is mandated by law and the one key note that they added as a group and did modify was inspection to recommend that state license pilots be contracted for all dead ship tows greater than 500 ft. It was previously stated at 550 ft. Final draft attached to minutes

- Captain Korwatch called for a motion to approve the final draft. Motion was made and seconded. Procedural question was asked to confirm it was a recommendation for best management practices not a regulation. Captain Korwatch confirmed this was a guideline. Korwatch called the vote. It passed without discussion or dissent.

Coast Guard advised an updated MSIV from the Captain of the Port with reference to the guidelines could be anticipated

Navigation Work Group – Capt. Livingstone

- There was nothing to report.

Ferry Operations Work Group – Tom Dougherty

- Working on draft of VMAP

Dredge Issues Work Group – Capt. Esam Amso

- There was nothing to report.

PORTS Work Group – Chris Peterson

- There was nothing to report.

Harbor Safety Committee

of the San Francisco Bay Region

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Prevention through People Work Group – William Needham

- There was nothing to report.

PORTS report – Captain Korwatch

Read from report from **Alan Steinbrugge**. The Amorco tide station is scheduled for installation the week of September 29th. The Buoy mounted current sensors on Oakland Bar Channel #3 and Southampton Shoal #6 are scheduled for service the week of September 29th.

Public Comment

- There was none

Old Business

- There was none

New business

- There was none

Next meeting

Capt. Korwatch said the next regularly scheduled meeting of the HSC is scheduled for 1000, Thursday, November 8 at the Port of San Francisco, Pier 1 Conference Center, The Embarcadero, San Francisco, California

Harbor Safety Committee

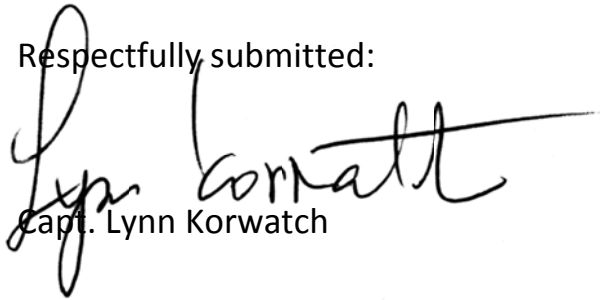
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Adjournment

A Motion to adjourn was made and seconded. It passed without discussion or dissent. The meeting adjourned at 1056.

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

September-12

PORT SAFETY CATEGORIES

	2012	2011	3yr Avg*
1. Total Number of Port State Control Detentions for period: SOLAS (0), STCW (0), MARPOL (0), ISM (0), ISPS (0)	0	0	0.4
2. Total Number of COTP Orders for the period: Navigation Safety (4), Port Safety & Security (0), ANOA (0)	4	0	3.0
3. Marine Casualties (reportable CG 2692) within SF Bay: Allision (0), Collision (0), Fire (0), Grounding (0), Sinking (0), Steering (0), Propulsion (5), Personnel (0), Other (0), Power (1)	6	9	7.0
4. Total Number of (routine) Navigation Safety issues/Letters of Deviation: Radar (1) Gyro (1), Steering (0), Echo sounder (0), AIS (2), AIS-835 (0), ARPA (0), SPD LOG (0), R.C. (0), Other (0)	4	6	5.0
5. Reported or Verified "Rule 9" or other Navigational Rule Violations within SF Bay:	2	0	0.4
6. Significant Waterway events or Navigation related cases for the period:	0	0	0.2
7. Maritime Safety Information Bulletins (MSIBs): None	0	0	0.1
Total Port Safety (PS) Cases opened for the period:	16	17	16.1

MARINE POLLUTION RESPONSE

* Source Identification (Discharges):

VESSELS	2012	2011	3yr Avg*
U.S. Commercial Vessels	0	0	1.3
Foreign Freight Vessels	0	0	0.2
Public Vessels	0	2	0.6
Commercial Fishing Vessels	0	1	0.4
Recreational Vessels	0	2	2.2
FACILITIES			
Regulated Waterfront Facilities	1	0	0.5
Regulated Waterfront Facilities - Fuel Transfer	0	0	0.4
Other Land Sources	0	2	2.2
Mystery Spills - Unknown Sources	6	5	4.6
Number of Oil/Hazmat Pollution Incidents within San Francisco Bay for Period			
1. Spills < 10 gallons	1	9	6.4
2. Spills 10 - 100 gallons	0	0	0.9
3. Spills 100 - 1000 gallons	0	0	0.1
4. Spills > 1000 gallons	0	0	0.1
5. Spills - Unknown	6	3	5.9
Total:	7	12	13.9
TOTAL OIL DISCHARGE AND HAZARDOUS MATERIALS RELEASE VOLUMES BY SPILL SIZE CATEGORY:			
1. Estimated spill amount from U.S. Commercial Vessels:	0	0	26.2
2. Estimated spill amount from Foreign Freight Vessels:	0	0	0.1
2. Estimated spill amount from Public Vessels:	0	6	5.8
3. Estimated spill amount from Commercial Fishing Vessels:	0	0.1	23.5
4. Estimated spill amount from Recreational Vessels:	0	2	6.1
5. Estimated spill amount from Regulated Waterfront Facilities:	<1	0	3.4
6. Estimated spill amount from Regulated Waterfront Facilities - Fuel Transfer:	0	0	0.7
7. Estimated spill amount from Other Land Sources:	0	0	88.7
8. Estimated spill amount from Unknown sources:	0.5	0	4.9
TOTAL OIL DISCHARGE AND/OR HAZARDOUS MATERIAL RELEASE VOLUMES (GALLONS):	1	8.1	159.4
Civil Penalty Cases for Period	0	0	0.1
Notice of Violations (TKs)	1	0	0.6
Letters of Warning	0	6	1.7
TOTAL PENALTY ACTIONS:	1	6	2.4

* Note: Totals reflect true values before being rounded.

SIGNIFICANT PORT SAFETY AND SECURITY CASES (September 2012)

MARINE CASUALTIES

Reduction of Propulsion, (05 Sep): A U.S. flag passenger vessel experienced a failure of the port engine just prior to mooring at the San Francisco Ferry Terminal. The company contracted services to assist the vessel to the dock, and the ferry moored safely. The incident was caused by a reduction gear malfunction, which is under repair. Case pends.

Loss of Propulsion, (06 Sep): A foreign flag chemical tanker was preparing to get underway from Stockton, when the main engine failed to start. The crew determined that air was trapped in the fuel line; they purged the line and started the engine. Class and Coast Guard attended the vessel and witnessed satisfactory testing. LOP was not attributed to fuel switching. Case closed.

Reduction of Propulsion, (15 Sep): A U.S. flag ferry vessel experienced a failure of an engine raw water pump and shut down one engine while in transit with 175 passengers onboard. The ferry safely continued their transit on one engine. Company maintenance personnel replaced the raw water pump. Coast Guard attended the vessel and witnessed proper operation of engine. Reduction not attributed to fuel switching. Case closed.

Loss of Power, (15 Sep): A U.S. flag ferry vessel experienced a loss of power while in transit with 310 passengers onboard. The vessel's second generator was immediately started, power was restored, and the vessel safely moored. The Company is working to identify the cause of the generator failure. Case pends.

Reduction of Propulsion, (17 Sep): A foreign flagged bulk carrier experienced a reduction in main propulsion while getting underway from Anchorage 9. The cause of the incident was a sticking fuel valve which caused an engine misfire. The crew overhauled the valve. Class and Coast Guard attended the vessel and witnessed satisfactory operation of the engine. Reduction not attributed to fuel switching. Case closed.

Reduction of Propulsion, (17 Sep): A U.S. flagged ferry vessel experienced a failure of an engine raw water pump and shut down one engine while in transit with passengers onboard. The ferry safely continued their transit on one engine. Company maintenance personnel replaced the raw water pump. Coast Guard attended the vessel and witnessed proper operation of engine. Case closed..

VESSEL SAFETY CONDITIONS

Vessel No-Sail, (18 Sep): A U.S. flag passenger vessel was undergoing a routine Annual Inspection when a high water alarm was found to be inoperable. A CG-835 was issued to prevent the vessel from operating until repairs were completed. Coast Guard attended the vessel and witnessed proper operation of the high water alarm. Case closed.

GENERAL SAFETY CASES

Rule 9 Violation, (09 Sep): The pilot onboard a foreign flagged container vessel reported that a recreational vessel had transited closely across the container vessel's bow. Coast Guard Station San Francisco boarded the recreational vessel and issued a Notice of Violation to the owner who was onboard the vessel.

Rule 9 Violation, (19 Sep): The pilot onboard a foreign flagged container vessel reported that a 25-foot sailing vessel cut across the bow of the container vessel while it was transiting the Golden Gate Precautionary Area. Coast Guard Station Golden Gate conducted a search for the sailing vessel, but could not locate it.

NAVIGATIONAL SAFETY

Letter of Deviation (LOD), Inop AIS, (13 Sep): Vsl issued outbound LOD after technician unable to effect repairs.

Letter of Deviation (LOD), Inop S-Band Radar, (17 Sep): Vsl issued inbound LOD.

Letter of Deviation (LOD), Inop AIS, (23 Sep): Vsl issued inbound LOD.

Letter of Deviation (LOD), Inop Gyrocompass, (26 Sep): Vsl issued inbound LOD.

SIGNIFICANT INCIDENT MANAGEMENT DIVISION CASES

Discharge (10 September 12): a lube oil leak from the pump house at the Chevron Richmond facility occurred. The oil entered San Francisco Bay. A Notice of Violation was issued for \$500 (2nd offense). Case closed.

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

**Report of the
U.S. Army Corps of Engineers, San Francisco District
October 11, 2012**

1. CORPS FY 2012 O&M DREDGING PROGRAM

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

- a. **Main Ship Channel (55+2) –Dredging completed 21-27 July 2012 by ESSAYONS.**
- b. **Richmond Outer Harbor (and Richmond Long Wharf) – Dredging completed 27 July - 11 August 2012 by ESSAYONS.**
- c. **Richmond Inner Harbor – Dredging to start late October, pending contract award.**
- d. **Oakland O & M Dredging – Dredging to start in October, pending availability of funds. No Change.**
- e. **Suisun Bay Channel (and New York Slough) – Dredging of Bullshead Shoal complete 17-20 June 2012. Dredging of Suisun Bay Channel and New York Slough completed 1-16 August 2012 by YAQUINA .**
- f. **Pinole Shoal (35+2) – Dredging Completed 11-15 August 2012 by ESSAYONS.**
- g. **Redwood City/San Bruno Shoal –Dredging Complete 16-23 August 2012, by YAQUINA**

2. DEBRIS REMOVAL – Total debris removal for September 2012 was 33.5 tons (Raccoon: 15 tons; Dillard: 12.5 tons; other: 6 tons). Average for September from 2002 to 2011 is 41 tons. (Range: 9.5 - 66 tons).

BASEYARD DEBRIS COLLECTION TOTALS:

MONTH	GRIZZLY	RACCOON	DILLARD	MISC	TOTAL
2012	TONS	TONS	TONS	TONS	TONS
JAN	-	51	54	20	125
FEB	-	36	28.5	-	64.5
MAR	-	51	37.5	8	96.5
APR	-	67	20.5	2	89.5
MAY	-	72	25.5	-	97.5
JUN	-	0	0	0	0
JUL	-	28	2	2	32
AUG	-	19	8.5	4	31.5
SEP		15	12.5	6	33.5
OCT					
NOV					
DEC					

YR TOTAL
570

3. UNDERWAY OR UPCOMING HARBOR IMPROVEMENTS

None to report.

4. EMERGENCY (URGENT & COMPELLING) DREDGING

No urgent dredging so far in 2012.

5. OTHER WORK

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

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

HYDROGRAPHIC SURVEY UPDATE

Address of Corps' web site for completed hydrographic surveys:

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

Main Ship Channel: Post-dredge survey completed August 15, was posted August 20.

Pinole Shoal Channel: Post-dredge survey of September 2012 was posted on Sept 21.

Suisun Bay Channel: Post-dredge survey of August 17-23 was posted on August 29.

New York Slough: Post-dredge survey of September 2012 was posted on Sept. 28.

Bull's Head Shoal: Condition survey of June 19, 2012 was posted on June 20.

Redwood City Harbor: Post-dredge survey of September 2012 was posted on Sept 14.

San Bruno Shoal: Condition survey completed in June, 2011 has been posted.

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

Oakland Inner Harbor Turning Basin: Survey completed April 2010 has been posted.

Oakland Outer Harbor: Condition survey dated August 13-14 was posted August 20.

Oakland Outer-Outer Harbor: The special Delta-Echo survey of May 5, 2010 has been posted.

Oakland Inner Harbor - Condition survey dated July 25-August 13 was posted on August 20.

Southampton Shoal: Condition survey of mid-March 2012 was posted on March 27.

Richmond Inner Harbor: Pre-solicitation survey dated July 18-19 was posted on August 3.

Richmond Outer Harbor (Longwharf): Post-dredge survey of Sept. 2012 was posted on Sept 13.

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

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

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

San Rafael Across-the-Flats and San Rafael Creek: Post-dredge surveys completed last Jan were posted on Feb 8.

Alameda Point Navigation Channel: Condition survey of Sept. 2012 was posted on Sept 26..

Richardson Bay/Marinship Channel: Condition survey dated August 15 was posted on Aug 21.

Mare Island Strait: Condition survey of October 2012 was posted on October 4.

Disposal Site Condition Surveys:

SF-08 (Main Ship Channel Disposal Site): Survey of April 2011 has been posted.

SF-09 (Carquinez): Condition survey of July 10 was posted July 11.

SF-10 (San Pablo Bay): Condition survey of July 3, was posted on July 5.

SF-11 (Alcatraz): Condition survey of October was posted on October 3.

SF-16 (Suisun Bay Channel Disposal Site): Condition survey of May 17 was posted on May 25.

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

DRAFT O&M DREDGING PLAN FOR FY13*

Project	2012			2013									2014			Volume	Placement Site		
	OCT FY13	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT FY14	NOV	DEC				
Humboldt Bar&Entrance				ESSAYONS 13 DAYS												1mcy	HOODS		
Humboldt Channels																300kcy	HOODS		
SF Main Ship Channel				ESSAYONS 18 DAYS												350kcy	SF-17		
Richmond Inner Harbor																200kcy	SFDODS		
Richmond Outer Harbor							ESSAYONS 13 DAYS									200kcy	SF-11		
Pinole Shoal							ESSAYONS 10 DAYS									150kcy	SF-10		
Suisun Bay Channel									YAQUINA 30 DAYS							175kcy	SF-16		
Oakland Inner Harbor																		250kcy	SFDODS
Oakland Outer Harbor																		250kcy	SFDODS

Complete & Ongoing Contracts

Government Hopper

New Dredge Contract

Environmental Window

* Based on FY13 President's Budget



Harbor Safety Committee of the
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San Francisco Clearinghouse Report

October 11, 2012

- ✎ In September the clearinghouse did not contact OSPR regarding any possible escort violations.
- ✎ In September the clearinghouse did not receive any notifications of vessels arriving at the Pilot Station without escort paperwork.
- ✎ The Clearinghouse has contacted OSPR 2 times in 2012 regarding any possible escort violations. The Clearinghouse called OSPR 3 times in 2011, 6 times in 2010, 8 times in 2009; 4 times in 2008; 9 times in 2007; 9 times in 2006; 16 times in 2005; 24 times in 2004; twice in 2003; twice in 2002; 6 times in 2001; 5 times in 2000.
- ✎ In September there were 92 tank vessel arrivals; 2 Chemical Tankers, 16 Chemical/oil Tankers, 17 Crude Oil Tankers, 1 LPG, 24 Product Tankers, and 32 Tugs with Barges.
- ✎ In September there were 292 total arrivals.

San Francisco Bay Clearinghouse Report For September 2012

San Francisco Bay Region Totals

	<u>2012</u>		<u>2011</u>	
Tanker arrivals to San Francisco Bay	60		61	
Barge arrivals to San Francisco Bay	32		27	
Total Tanker and Barge Arrivals	92		88	
Tank ship movements & escorted barge movements	306		292	
Tank ship movements	176	57.52%	177	60.62%
Escorted tank ship movements	116	37.91%	97	33.22%
Unescorted tank ship movements	60	19.61%	80	27.40%
Tank barge movements	130	42.48%	115	39.38%
Escorted tank barge movements	74	24.18%	48	16.44%
Unescorted tank barge movements	56	18.30%	67	22.95%

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

Escorts reported to OSPR 0 0

Movements by Zone	Zone 1	%	Zone 2	%	Zone 4	%	Zone 6	%	Total	%
Total movements	132		292		0		148		572	
Unescorted movements	59	44.70%	184	63.01%	0	0.00%	91	61.49%	334	58.39%
Tank ships	31	23.48%	116	39.73%	0	0.00%	54	36.49%	201	35.14%
Tank barges	28	21.21%	68	23.29%	0	0.00%	37	25.00%	133	23.25%
Escorted movements	73	55.30%	108	36.99%	0	0.00%	57	38.51%	238	41.61%
Tank ships	31	23.48%	60	20.55%	0	0.00%	26	17.57%	117	20.45%
Tank barges	42	31.82%	48	16.44%	0	0.00%	31	20.95%	121	21.15%

Notes:

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

San Francisco Bay Clearinghouse Report For 2012

San Francisco Bay Region Totals

	<u>2012</u>		<u>2011</u>	
Tanker arrivals to San Francisco Bay	69		706	
Barge arrivals to San Francisco Bay	25		306	
Total Tanker and Barge Arrivals	94		1,012	
Tank ship movements & escorted barge movements	2,792		3,275	
Tank ship movements	1,728	61.89%	2,100	64.12%
Escorted tank ship movements	935	33.49%	1,053	32.15%
Unescorted tank ship movements	793	28.40%	1,047	31.97%
Tank barge movements	1,064	38.11%	1,175	35.88%
Escorted tank barge movements	415	14.86%	463	14.14%
Unescorted tank barge movements	649	23.24%	712	21.74%

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

Escorts reported to OSPR 2 3

Movements by Zone	Zone 1	%	Zone 2	%	Zone 4	%	Zone 6	%	Total	%
Total movements	1,661		2,617		0		1,238		5,516	
Unescorted movements	1,046	62.97%	1,633	62.40%	0	0.00%	682	55.09%	3,361	60.93%
Tank ships	616	37.09%	879	33.59%	0	0.00%	386	31.18%	1,881	34.10%
Tank barges	430	25.89%	754	28.81%	0	0.00%	296	23.91%	1,480	26.83%
Escorted movements	615	37.03%	984	37.60%	0	0.00%	556	44.91%	2,155	39.07%
Tank ships	284	17.10%	480	18.34%	0	0.00%	234	18.90%	998	18.09%
Tank barges	331	19.93%	504	19.26%	0	0.00%	322	26.01%	1,157	20.98%

Notes:

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

SUMMARY OF OSPR'S POTENTIAL REGULATION AMENDMENTS (As of October 2012)

Drills and Exercises

Amendments will include limiting scheduled drills to accommodate OSPR staff so they can attend and participate in more drills, and re-working the drill objectives so they are more performance-based. A Reasonable Worst Case Spill drill is proposed to test all objectives, once every 3 years in California. Simplified drill objectives are being developed for Small Marine Fueling Facilities, Mobile Transfer Units and Vessels Carrying Oil As Secondary Cargo. A Workshop has been scheduled for October 19, 2012, at OSPR's K-Street office, beginning at 9:30am.

Spill Management Teams

Unannounced drills called on a Plan Holder's SMT are being discussed and finalized by OSPR. OSPR also conducted an internal unannounced drill using the "Objectives and Guidelines" document developed for these drills. Unannounced drills are anticipated to begin in the near future.

Conducted two un-announced drills offshore in September, one in Port Hueneme and the other in Monterey, both for the first time.

Oil Spill Clean-up Agents

Updating the documents referenced in these regulations is anticipated, along with clean-up changes. The Notice may go out by the end of the year.

Shoreline Protection Tables

Amendments are planned to the Shoreline Protection Tables, to incorporate changes to the Area Contingency Plans and to do some streamlining/simplification of the tables. Workshops are planned in late in the year.

2012 LEGISLATION OSPR IS TRACKING October, 2012

SB 1192 (Evans): This bill would extend the authority to use money in the Oil Spill Prevention and Administration Fund (OSPAF) to cover all costs incurred by the Oiled Wildlife Care Network (OWCN). Increases the per barrel fee from 6.5 cents per barrel to 6.8 cents per barrel and the nontank vessel fee from \$3,250 to at least \$3,500 to fund the OWCN. **Bill vetoed by Governor.**

AB 1601 (Huffman): This bill would, until January 1, 2018, limit the fee collected with a nontank vessel's Certificate of Financial Responsibility to an amount not to exceed \$3,500 per nontank vessel, but would allow the administrator to annually adjust the maximum fee based on the percentage increase in the California Consumer Price Index. **Bill vetoed by Governor.**

AB 2005 (Garrick): This bill would require an owner/operator of a nontank vessel that is not used for commercial purposes (i.e., large yachts) to submit evidence of a Certificate of Financial Responsibility, the nontank vessel fee, and vessel particulars such as size and dimension and submission of graywater and sewage information, before entering marine waters; other required documents (i.e., contingency plans) would be required within 14 days after the arrival of the vessel. **Bill signed by Governor.**

AB 2402 (Huffman): This bill would rename the Department of Fish and Game the Department of Fish and Wildlife, and would make related changes. **Bill signed by Governor.**



CALIFORNIA STATE LANDS COMMISSION

HARBOR SAFETY COMMITTEE MONTHLY REPORT - SEPTEMBER COMPARISON

VESSEL TRANSFERS

	Total Transfers	Total Vessel Monitors	Total Transfer Percentage
SEPTEMBER 1 - 30, 2011	200	70	35.00
SEPTEMBER 1 - 30, 2012	211	94	44.55

CRUDE OIL / PRODUCT TOTALS

	Crude Oil (D)	Crude Oil (L)	Overall Product (D)	Overall Product (L)	GRAND TOTAL
SEPTEMBER 1 - 30, 2011	13,660,627	166,000	19,047,427	6,451,596	25,499,023
SEPTEMBER 1 - 30, 2012	7,443,000	0	16,074,302	5,184,907	21,259,209

OIL SPILL TOTAL

	Terminal	Vessel	Facility	Total	Gallons Spilled Additive-Other 5 Gallons
SEPTEMBER 1 - 30, 2011	1	0	0	1	5 Gallons
SEPTEMBER 1 - 30, 2012	1	0	0	1	Other/less than a Gallon

*** Disclaimer:

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



CALIFORNIA STATE LANDS COMMISSION

HARBOR SAFETY COMMITTEE MONTHLY REPORT FOR YEAR 2010

VESSEL TRANSFERS

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

CRUDE OIL / PRODUCT TOTALS

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

OIL SPILL TOTAL

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

*** Disclaimer:

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

TUG WORK GROUP

San Francisco Bay Harbor Safety Committee

From: Tug Workgroup
Subject: Recommended addition to Harbor Safety Plan addressing best practices for dead ship tows in the San Francisco Bay Area
Date: October 9, 2012

Background

On February 11, 2010, the Captain of the Port (COTP), U.S. Coast Guard Sector San Francisco received a letter from the Harbor Safety Committee (HSC) Chair requesting the Coast Guard require safety plans for dead ship transits in the San Francisco Bay region. In response to the request, the COTP wrote a letter to the HSC emphasizing the lack of explicit Federal regulations allowing the Coast Guard to require and review dead ship tow passage plans. However, in an effort to resolve the issue brought forward by the HSC and to enhance safety, the COTP developed guidelines for dead ship towing operations on the Bay in the form a Marine Safety Information Bulletin (MSIB 11-02, issued 14 February 2011) and a corresponding Dead Ship Tow Application Form. These guidelines are presently being used to review potential dead ship tows.

Seventeen months after implementing these guidelines, it is clear that there is opportunity to further enhance the safety and efficiency of this process. Specifically, the Tug WorkGroup, in cooperation with USCG Sector San Francisco, proposes establishing best practice guidelines for dead ship tows in the San Francisco Bay Area in order to help harmonize procedures, streamline Coast Guard review, accommodate vessel operator needs and enhance safety.

Since August 18, 2011 the Tug Workgroup has met several times and agreed to take on this project. Various stakeholders have been present for the meetings and in a combined effort the following document has been successfully completed.

Context

As defined in 33 CFR 160.204, a hazardous condition means “any condition that may adversely affect the safety of any vessel, bridge, structure, or shore area or the environmental quality of any port, harbor, or navigable waterway of the United States.” Towing of a dead ship – a vessel where propulsion or control is unavailable for normal operation – has the potential to create unique hazards. Should the towing vessel lose its ability to direct and move the towed vessel, the dead ship would be adrift, unmanned, and wholly unable to avoid accident. Furthermore, the dead ship may contain oil and other substances that could create an environmental hazard upon rupture.

The COTP San Francisco has determined that the tow of a dead ship constitutes a hazardous condition, and in accordance with 33 CFR 160.215, whenever there is a hazardous condition, the owner, operator, agent, master, or person in charge of the subject vessel shall immediately notify the COTP. To facilitate this notification process,

address potential safety concerns and ensure the safe, on-time departure of such towing evolutions, the HSC Tug Work Group, in cooperation with USCG Sector San Francisco has developed best practice guidelines for dead ship tows in the San Francisco Bay Area.

Upon promulgation of the recommended best practices by the Harbor Safety Committee, the COTP anticipates issuing an updated MSIB outlining the procedures for providing notification to the COTP of dead ship tows greater than 300 gross tons.

Proposal

Recommended Harbor Safety Committee Best Practice for Dead Ship Tows in the San Francisco Bay Area

Dead Ship Towing Overview

In today's maritime industry there are various operations which include the towing of a "Dead Ship." These operations can take place within a confined harbor, within the same port, and between Domestic and/or International destinations. During these operations there are many different variables which are to be considered during all stages of the operation. At times independent contractors are hired to coordinate all components involved which include but are not limited to hiring the tug companies, pilots and linesman. In other circumstances stakeholders directly contract with the towing companies for their services.

Regardless of how the project is contracted the objective of this Best Maritime Practice is to provide industry with a guideline for what is to be taken into consideration when planning and executing the towing operation involving a "Dead Ship".

- 1. Vessel Representative Responsibilities:** The Vessel Representative of the Dead Ship Tow Project should execute the following measures directly after the Tow has been confirmed.
 - a. Fully review the vessel specifics of the ship to be towed.
 - b. Verify the vessel's seaworthiness and watertight integrity. Items to verify include, but are not limited to, the following:
 - All compartments have been entered and inspected
 - Sea valves are closed or wired shut
 - Bilges are free of oil and water
 - All moveable equipment is secured in place with wire or by welding

- The rudders are locked by using structural steel of acceptable size and quantity (NOTE: the lock should transfer the rudder load from the yoke to structural members of the tow's hull)
 - The shafts are locked
 - Vents to tanks and other closed spaces should be covered to prevent water entry, but not plugged so as to prevent the escape of air or gas
 - All hatches, scuttles, doors, and other watertight closures are secure
- c. Complete a Dead Ship Tow Plan to ensure a safe and efficient route that is sure to accommodate navigational clearances, tides/currents, marine projects, and vessel traffic. The tow plan should include but is not limited to the following;
- Vessel
 - Vessel Type
 - VIN (if applicable)
 - LOA
 - Draft
 - Air Draft
 - Beam
 - Location of origin
 - Vessel's destination
 - POC Name/24hr Phone
 - Weather Conditions
 - Tides/Currents
 - Lead Tug Name and Class
 - Lead Tug Master Name
 - Pilot Designator/Name if Applicable
 - Assist Tugs Name and Class
 - Tug Working Frequency
 - Diagrams of Tow Configurations for Intended Route
 - International voyage plan (if applicable)*

* NOTE: For any dead ship greater than 79 feet LOA or 150 gross tons transiting on a coastwise domestic or international voyage, the vessel will require a single voyage Coastwise Load Line Authorization or an International Load Line Exemption Certificate from the U.S. Coast Guard Sector San Francisco Officer in Charge of Marine Inspections. To obtain a load line exemption certificate, contact the Inspections Division via (510) 437-3444 to schedule a vessel examination. Such requests for inspection should be made a minimum of 30 days in advance of the scheduled towing operation to accommodate scheduling limitations.

- d. Ensure that tugs assigned adhere to the minimum towing capacities listed below

Class	Static Bollard Pull Ahead	Static Bollard Pull Astern
A+*	100,000	100,000
A	85,000	55,000
B	60,000	45,000
C	35,000	20,000
D	20,000	10,000

* Tractor Tug

Vessel's LOA in Feet	Draft In Feet	Tugs Required
Greater Than 1000	N/A	A+, A+, A+, A+
900 - 1000	Greater than 38'	A+, A+, A+, A+
900 - 1000	Less than 38'	A+, A+, A+, A
750 - 900	All	A+, A+, A, A
550 - 750	All	A, A, B, or A, B, C, C
400 - 550	All	A, B, C
300 - 400	All	B, C
200 - 300	All	C, C
0 - 200	All	C

- e. Develop and employ a towing arrangement that enables the towing vessel(s) to maintain control of the dead ship at all times.
- f. Ensure that the personnel assigned to conduct the tow hold the appropriate licenses in accordance with Title 46, Code of Federal Regulations (CFR), Part 15.

NOTE: It is recommended that a State Licensed Pilot be contracted for all Dead Ship Tows greater than 500 feet LOA transiting through the UP Railroad Bridge.

- g. Contact Sector San Francisco Waterways Safety via (415) 399-7443 no less than 48 hours prior to the intended Dead Ship Tow to notify them of the intended operation and to verify that a Tow Plan has been completed and is in place.

NOTE: Sector San Francisco Waterways Safety Branch may request to review a copy of the Dead Ship Tow Plan at any time.

2. Vessel Representative/Pilot Responsibilities : Prior to the commencement of the scheduled tow, the Vessel Representative shall perform the following.

- a. Hold a pre-departure conference with all concerned parties to review the tow plan and discuss the communications protocol to be used during operations .
- b. Be prepared to answer the following questions:
 - Do tugs assigned have the towing capacity to maintain control of the vessel at all times?
 - Do navigational clearances along the proposed route accommodate vessel specifications?
 - Are there any marine projects that would reduce clearances along proposed route?
 - Are the winds forecasted to exceed 25 knots along the intended route?
 - Is visibility less the ½ NM?
 - Does any of the above warrant any deviation from the existing Tow Plan.

- c. Report to Vessel Traffic Service (VTS) San Francisco prior to conducting operations within the VTS Service Area and as dictated upon commencement of the operation in accordance with 33 CFR 161.18.
- d. If special circumstances prevent the vessel or towing personnel from adhering to the best practice guidelines herein, the vessel representative should contact the Sector San Francisco Waterways Safety via (415) 399-7443 to justify deviation(s).

3. Tug Workgroup Recommendations to the Harbor Safety Committee:

- a. The HSC Tug Work Group recommends that the “Best Practice for Dead Ship Tows in the San Francisco Bay Area” be added to the San Francisco Harbor Safety Plan.
- b. The Work Group recommends the Harbor Safety Committee review the “Best Practice for Dead Ship Tows in the San Francisco Bay Area” within one year of adoption.