

# 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, November 13, 2008**

**Bayside Conference Room, Port of San Francisco, San Francisco, California**

**Joan Lundstrom**, Chair of the Harbor Safety Committee of the San Francisco Bay Region (HSC), San Francisco Bay Conservation and Development Commission (BCDC); called the meeting to order at 1009. **Alan Steinbrugge**, Marine Exchange of the San Francisco Bay Region (Marine Exchange), confirmed a quorum of the HSC.

The following committee members (M) and alternates (A) were in attendance: **Capt. Esam Amso** (A), **Capt. Marc Bayer** (M), Valero Marketing and Supply Company; **John Berge** (M), Pacific Merchant Shipping Association (PMSA); **Margot Brown** (M), National Boating Federation; **Ron Chamberlain** (M), Port of Benicia; **Capt. John Cronin** (M), Matson Navigation Company; **Capt. Paul Gugg** (M), United States Coast Guard (USCG); **Capt. Fred Henning** (M), Baydelta Maritime; **Capt. Bruce Horton** (M), San Francisco Bar Pilots (Bar Pilots); **Robert J. Lawrence** (M), U.S. Army Corps of Engineers (COE); **Pat Murphy** (M), Blue & Gold Fleet; **Richard Nagasaki** (M), Chevron Shipping Company; **William Needham** (A), National Boating Federation; **Marina V. Secchitano** (M), Inland Boatmen's Union; **Rich Smith** (M), Westar Marine Services; **Tom Wilson** (M), Port of Richmond.

Also present and reporting to the HSC were **Bob Chedsey**, California State Lands Commission (State Lands); **Maj. Adam Edwards**, COE; **Kathleen Jennings**, OSPR; **Lt. JG. Christina Jones**, USCG; **Capt. Patrick Moloney**, executive director, Board of Pilot Commissioners (Pilot Commission); **Raymond Paetzold**, board counsel, Pilot Commission; **Lt. Cmdr. Kevin Mohr**, USCG; **Raymond Paetzold**, **Capt. Gary Toledo**, California Office of Spill Prevention and Response, (OSPR).

The meetings are always open to the public.

## **Approval of the Minutes**

On page four of the minutes, strike the third paragraph of the Prevention through People report that begins with "**Berge**" and ends with "data." This is a leftover from the September minutes.

A motion to accept the minutes of October 9, 2008 as amended was made and seconded. The motion passed without discussion or dissent.

## **Comments by the Chair – Lundstrom**

- The local media were paying a lot of attention to the anniversary of the *COSCO Busan* allision with the Bay Bridge. Their main focus was on the issue of oil in the water and fouling of birds. **Lundstrom**, **Berge**, and **Lt. Cmdr. Mohr** had briefed Assemblyman **Jared Huffman**, D-San Rafael prior to his appearance at a

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Commonwealth Club forum on what was being done to prevent future incidents. **Lundstrom** and **Lt. Cmdr. Mohr** were to give a briefing to BCDC on Thursday, November 6. **Lundstrom** also spoke on three television stations and two radio stations about the work of the HSC.

- There was to be no December meeting of the HSC. Workgroups were press ahead with recommended best maritime practices.
- **Stephen L. Edinger**, Administrator OSPR, was scheduled to visit the January meeting. **Keith Stahnke** (A), Emergency Water Transit Authority (WETA); was scheduled to give a briefing as well. In February, COE would give a briefing on their new debris recovery boat. **Mike Dillabough**, COE, said that the HSC had been instrumental in its acquisition.
- **Lundstrom** introduced **Maj. Edwards**, Deputy Commander of the local COE office. **Maj. Edwards** said that he was very happy to be in attendance. Local outreach is a high priority to **Lt. Col. Lawrence Farrell**, commander of the district.

### Coast Guard Report – Capt. Gugg

- Thanked **Maj. Edwards** for his attendance. He said it was good to see high level interest from the COE.
- On the anniversary of the *COSCO Busan* allision USCG was evaluating how they were better prepared. **Capt. Gugg** said that the restricted navigation guidelines had been very helpful. He thanked the work groups for their efforts and encouraged them to keep up the good work.

**Lt. Cmdr Mohr** read from a report attached to these minutes.

**Lt. Cmdr. Mohr** added that two ships at Oakland and one tug and tow at Richmond had been held up due to low visibility procedures. He said that due to best practices, Coast Guard Vessel Traffic had not stopped anyone since March 2008.

**Capt. Horton** asked if the crew of the *American Eagle* was tested for drug and alcohol use. **Cmdr. Andrew Wood** (USCG) said that they were.

**Secchitano** asked how two tractor tugs happened to be on scene for the *Tina Litricio* incident described in **Lt. Cmdr. Mohr's** report. **Cmdr. Wood** said they were there to assist in un-docking the vessel. **Secchitano** wondered how this reflected on escort requirements and whether it really helped to have tugs alongside and tied up. **Capt. Horton** said that the tugs were alongside for undocking procedures and were tied up due to the confined nature of the Richmond inner harbor.

**Capt. Gugg** introduced **Lt. Sara Young**, USCG, to speak about the Waterways Analysis Management System (WAMS) study. After describing the study, she asked for comments by December 1, 2008. **Capt. Gugg** asked for an explanation of the difference between the WAMS and the Ports and Waterways Safety Assessment (PAWSA) study. **Cmdr. Wood** said that WAMS was geared towards internal Coast Guard use while PAWSA had a broader reach.

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## Clearinghouse Report – Steinbrugge

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

## OSPR Report – Capt. Toledo

- Asked all to be in attendance in January to meet the new administrator.
- **Chris Peterson** would replace **Len Cardoza** as the member representative for the Port of Oakland.

## NOAA Report – Lundstrom

- **Lundstrom** had an email from **Gerry Wheaton** (M), National Oceanic and Atmospheric Administration (NOAA); announcing the appointment of **William J. Brennan** as acting administrator for NOAA.

## US Army Corp of Engineers (COE) Report – Lawrence

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

**Capt. Bayer** asked when the dredging window would close. **Lawrence** said it would close on December 1. He said it was possible the window could be kept open a little longer depending on a request to the National Marine Fisheries Service. **Lundstrom** said that the closing dredge window reflected on the larger issue of proper dredging at Pinole Shoals and Suisun Bay which had long been a safety issue of concern to the HSC. She said she would prepare a statement of support for keeping the window open. **Capt. Bayer** suggested she involve the Bay Planning Coalition as well. There was general consensus supporting such a letter, and no opposition was voiced.

**Capt. Bayer** introduced **Julian Rose**, California Maritime Academy, who would be preparing an historical study of dredging depths in north bay channels going back to 1995. The study was sponsored by the Western States Petroleum Association (WSPA).

**Capt. Gugg** said that a meeting had been scheduled with COE to discuss derelict vessels.

## State Lands Commission Report – Chedsey

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

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### Potential Places of Refuge for Vessels in Distress – Jennings, Jones

- **Lt. JG Jones** said that the genesis of the initiative was the case of the stricken oil tanker *Prestige* off the coast of Spain in 2002. Nearby countries refused entry to the ship and she eventually sank and lost cargo off the coast of Spain. The International Maritime Organization (IMO) asked countries to come up with a better response plan for future incidents. In the United States, the process became a part of USCG area contingency plans. Coast Guard reached out to Federal, state, and local stakeholders to develop guidelines that would be incident specific and contingent on circumstances to provide the best guidelines for the decision making process. As a result of the process, ninety-six potential places of refuge had been identified.
- **Jennings** said that each potential site had to be evaluated on a number of criteria, including cultural, historical, and ecological sensitivity. She said the work of the committee was ongoing and encouraged everyone to comment or volunteer to participate in the process.

**Capt. Korwatch** asked if any of the places of refuge were outside the gate. Drake's Bay was the only off shore site identified at that time. They were still looking.

**Lundstrom** asked **Capt. Moloney** to recount the similar case of the *Puerto Rican*. **Capt. Moloney** recounted that the *Puerto Rican* was a tanker that caught fire near the pilot station in October 1984. A request to tow the vessel into the bay was turned down. The vessel subsequently broke in half during a storm and sank in a bird refuge where she continues to leak oil to this day.

**Lundstrom** said that she was glad to hear that the committee was still seeking comment and participation.

### Tug Escort Work Group – Capt. Henning

- They had met twice since the last meeting of the HSC to discuss best practices and an update to the escort plan document. Their goal was to create a simulator training program to improve communications between pilots and tug crews. This was based on a presentation to the work group about such a program in place at Puget Sound for Canadian and US pilots and tug captains. A similar simulator is located at the California Maritime Academy. **Capt. Henning** noted that the current technology is extremely impressive.
- It was the consensus of the work group that such simulator training should be considered a best practice for the purpose of OSPR's requirement to include best practices in the *Harbor Safety Plan*. Therefore, it had been formalized into a written motion to be considered by the HSC. Simulator training was also intended to address the requirement of the *Harbor Safety Plan* for live training escort exercises that had never happened.
- **Capt. Henning** described changes to the escort plan document. No vote was required because the changes were to bring the document into compliance with existing regulations.
- In January the work group will take up the issue of tug operations in reduced visibility.

**Lundstrom** asked **Capt. Henning** to read the proposal attached to these minutes since a vote was required.

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**Berge** asked how the training would be paid for. **Capt. Henning** said that the tug companies saw this training as a normal cost of business that might affect rates; but there was no formal scheme of specific charge-backs to all or any part of industry since best practices are not a regulatory requirement. **Capt. Horton** said that the pilots would not be seeking additional funding through the pilot commission.

After some further discussion, **Lundstrom** summarized the point that the tug companies were enthusiastic supporters of the proposal. A motion to accept the proposal as a best practice for the Harbor Safety Plan was made and seconded. It passed unanimously and without abstention.

### Navigation Work Group – Capt. Horton

- As part of the goal of arriving at best practices, they had begun discussion of operations during adverse weather, but had not reached consensus. **Capt. Horton** expressed the hope that they would have a finished product by the January meeting.

**Lundstrom** asked if the discussion centered on closing the bar. **Capt. Horton** said that it included operations inside the bay as well.

### Ferry Operations Work Group – Murphy

- They had a draft of best practices for operations in adverse weather that had gone out to the ferry companies for comment.
- They will approach the Physical Oceanographic Real Time System (PORTS) work group about a wind sensor for the Ferry Building.
- Ferry routing communications protocols are on the agenda for their next meeting if a representative from the Coast Guard can be there.

### Prevention Though People Work Group – Brown

- They had completed their educational brochure against hoax distress calls to Coast Guard. It was being distributed to marinas, Coast Guard Auxiliary, and popular recreational boating blogs. They were talking to the California Department of Boating and Waterways about including the information as part of the vessel registration package.
- They hope to have a presentation on rescue equipment and rescue training for tugs from **Capt. Ray Shipway** (A), International Organization of Masters, Mates, & Pilots; at their next meeting.

**Secchitano** said there was a great deal of concern about the inability of a tug to respond to a longshoreman in the water – an issue raised as new business at the October meeting of the HSC and described in the minutes thereof. **Brown** said that attendance had been low at recent meetings and encouraged **Secchitano** to attend the next meeting. She said that active participation was needed to drive the process. **Lundstrom**

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encouraged the work group to pursue the issue and reminded all that the work groups are public meetings and open to participation from everyone.

### Plan Work Group – Lundstrom

- Chairs of the work groups were encouraged to send in their reports.

### PORTS Work Group – Capt. Bayer

- There was nothing to report. They were scheduled to meet in December to discuss the use of \$300,000.00 from the state for capital improvements to the system in the wake of the COSCO Busan Allision. Of concern to NOAA was that the system not outgrow their capacity to certify the data.

**Capt. Horton** asked about the progress of transmitting PORTS data over automated identity systems (AIS). **Capt. Bayer** thought there wouldn't be anything happening locally before summer at the earliest.

### PORTS Report – Steinbrugge

- Sensors for South Hampton Shoal, Avon, Amorco, and the Ferry Building were in the works.
- He would be discussing the expansion issue, raised by Capt Bayer, with PORTS representatives from Seattle.

### Public Comment

Someone reported that **Harry Hutchins**, formerly executive director of The Puget Sound Steamship Operators Association and Marine Exchange of Puget Sound, was in a coma. **Michelle Bower** can be contacted at the Marine Exchange of Puget Sound for more details.

### Old Business

**Capt. Moloney**, and subsequently **Paetzold**, read from the final report of the Pilot Commission's investigation of the COSCO Busan allision with the Bay Bridge. The report was attached to the minutes of the October meeting.

### New Business

**Capt. Lynn Korwatch**, Marine Exchange; announced scheduled meetings for the Area Maritime Security Council and the next round of port security grants

**Capt. Horton** announced the date of the annual Bar Pilot party and toy drive.

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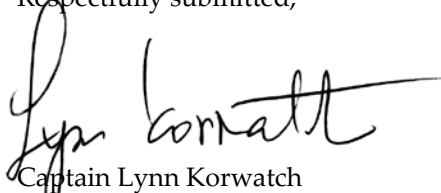
## **Next Meeting**

**Steinbrugge** said that the next meeting would convene at 1000, January 8 , 2009, at the Harbor Master's Office, at the Port of Richmond.

## **Adjournment**

**Lundstrom** ended the meeting at 1150.

Respectfully submitted,



Captain Lynn Korwatch  
Executive Secretary

# USCG SECTOR SAN FRANCISCO

## PREVENTION / RESPONSE - SAN FRANCISCO HARBOR SAFETY STATISTICS

**October-08**

### PORT SAFETY CATEGORIES

TOTAL

<b>Total Port Safety (PS) Cases opened for the period:</b>	<b>12</b>
<b>1. Total Number of Port State Control Detentions for period:</b>	<b>3</b>
SOLAS (2), MARPOL (0), ISM (0), ISPS (1)	
<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> Allison (2), Collision (0), Fire (0),	<b>4</b>
Grounding (0), Sinking (0), Steering (1), Propulsion (0), Personnel (1), Other (0)	
<b>4. Total Number of (routine) Navigation Safety related issues / Letters of Deviation</b>	<b>4</b>
Radar (3), Steering (0), Gyro (1), Echo sounder (0), AIS (0), AIS-835 (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: Fleet Week Oct 9th-14th</b>	<b>1</b>
<b>7. Maritime Safety Information Bulletins (MSIBs): MSIB 06-05</b>	<b>0</b>

### MARINE POLLUTION RESPONSE

TOTAL

<b>Total Oil/Hazmat Pollution Incidents within San Francisco Bay for Period</b>	<b>46</b>
<b>* Source Identification (Discharges and potential Discharges):</b>	
<b>TOTAL VESSELS</b>	<b>14</b>
Commercial Vessels	<b>3</b>
Public Vessels (Military)	<b>3</b>
Commercial Fishing Vessels	<b>1</b>
Recreational Vessels	<b>7</b>
<b>TOTAL FACILITIES</b>	<b>14</b>
Regulated Waterfront Facilities	<b>2</b>
Other Land Sources	<b>12</b>
<b>UNKNOWN/UNCONFIRMED</b>	<b>18</b>
<b>*Spill Information</b>	
Pollution Cases Requiring Clean-up	<b>2</b>
Federally Funded Cases	<b>0</b>
<b>Oil Discharge and Hazardous Materials Release Volumes by Spill Size Category:</b>	
1. Spills < 10 gallons	<b>11</b>
2. Spills 10 - 100 gallons	<b>3</b>
3. Spills 100 - 1000 gallons	<b>1</b>
4. Spills > 1000 gallons	<b>0</b>
5. Spills - Unknown	<b>31</b>
<b>Total Oil Discharge and/or Hazardous Material release volumes:</b>	<b>235.5</b>
1. Estimated spill amount from Commercial Vessels:	<b>155</b>
2. Estimated spill amount from Public Vessels:	<b>15.5</b>
3. Estimated spill amount from Commercial Fishing Vessels:	<b>2</b>
4. Estimated spill amount from Recreational Vessels:	<b>10</b>
5. Estimated spill amount from Regulated Waterfront Facilities:	<b>.5</b>
6. Estimated spill amount from Other Land Sources:	<b>52.5</b>
7. Estimated spill amount from Unknown sources:	<b>0</b>
<b>Penalty Action:</b>	
Civil Penalty Cases for Period	<b>0</b>
Notice of Violations (TKs)	<b>4</b>
Letters of Warning	<b>3</b>



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

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

**Marine Casualty - Steering/Allison, M/V TINA LITRICIO (10 Oct):** Vessel lost hydraulic pressure in a propeller pitch pump at RCH 20. The loss of pressure resulted in the vessel moving astern when ordered ahead. Two tractor tugs were able to slow the vessel's movement, but not prevent an allision with a moored construction barge. Documented damage was limited to a transfer of paint between vessels, and Sector SF issued an 835 repair requirement for the propeller pitch pump. The requirement was satisfied on 11 Oct, and the vessel was allowed to sail.

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

**Collision (not reportable) - S/V MALTESE FALCON & S/V STANDBY (4 Oct):** The 289 ft MALTESE FALCON and the S/V STANDBY collided in Anch 7 when the smaller vessel tacked into the larger vessel's hull. Station San Francisco dispatched a small boat to the scene and found that no injuries resulted; the incident was determined to be a non-reportable marine casualty since damage estimates did not meet the reportable incident threshold of \$25,000. Though the case was not investigated, the incident appeared to be the result of operator error.

**Marine Casualty- Personnel Injury, P/V VICTORY II (11 Oct):** CG Station Rio Vista responded to a call on VHF 16 about a crew member whose leg was pinned between a pier and the vessel. The crewman was transported to a local hospital with a compound fracture to his leg. Initial statements indicated that crewmember loss of situational awareness may have led to the incident. Investigation pends.

**Marine Casualty- Allison, Tug AMERICAN EAGLE (15 Oct):** Sector SF received report that the tug allided with OAK 38 causing a broken bollard and structural damage (final damage estimates pending). The vessel operator claimed that he blacked out prior to hitting the pier. Furthermore, he did not report the incident until more than 4 hours after it occurred. Given the circumstances of the event, the vessel operator made a 'good faith' deposit of his license with Sector SF Investigators, and the case is still under investigation.

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

**Port Safety - SOLAS Detention, M/V ASPOLIOS (30 Sep):** Vessel was inspected in the port of Stockton during a random examination. The vessel was detained for having lifeboats without a second means of propulsion, class "A" fire boundary doors not functioning properly, and a non-functioning OWS among a number of other discrepancies totaling 18. On 8 Oct, the vessel's Classification Society reported that the discrepancies were cleared and the detention was lifted.

**General Safety - SOLAS Detention, M/V MORNING MELODY (09 Oct):** Vessel was detained after CG inspectors identified several safety deficiencies during a random inspection, including a warped watertight door leading to the foc'sle weather deck, as well as inoperable fire damper vents. On 18 Oct, Sector SF received a class society report indicating that the deficiencies were addressed, and the detention was lifted.

**Port Safety - ISPS Detention, M/V CAPE FLATTERY (16 Oct):** Vessel was directed to Anch 9 upon entry to SF Bay after meeting requirements for an ISPS 1 examination due to its past ports of call. The vessel was boarded for an ISPS I examination the next morning and the detention was lifted the same day.

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

**Navigation Safety - LOD Inop 3 CM Radar, M/V CENTURY LEADER (18 Oct):** Vessel was granted an inbound LOD for a malfunctioning 3 CM radar. On 19 Oct, repairs were verified and the LOD was lifted.

**Navigation Safety - LOD Inop 10 CM Radar, M/V MSC BUSAN (27 Oct):** Vessel was granted an inbound LOD for an inoperative 10 CM radar. Repairs were verified the same day and the LOD was lifted.

**Navigation Safety - LOD Inop 10 CM Radar, T/V BRUGGE VENTURE (27 Oct):** Vessel was granted an inbound LOD for an inoperable 10 cm radar. After the vessel arrived, the agent reported that repairs were not possible in SF Bay. Parts were shipped to the vessel's next port of call in HI, and the vessel was issued an outbound LOD.

**Navigation Safety - LOD Inop GYRO, M/V AQUINTANIA (27 Oct):** Vessel requested an inbound LOD for an inoperable gyrocompass on 27 Oct. On 6 Nov the vessel arrived at Anch 9 and provided a technician report the same day indicating that repairs had been completed.

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

**Marine Pollution - Minor Discharge-Tug RESOLUTE, Oakland:** Tug discharged approximately 150 gallons into Oakland Outer Harbor due to overfill during fuel transfer and failure of the overfill alarm. MSRC was hired to mitigate the

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

**None.**



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San Francisco Bay Region  
Tank Vessel Escort Clearing House

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

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## San Francisco Clearinghouse Report

November 13, 2008

- ❖ In October the clearinghouse did not call OSPR regarding any possible escort violations.
- ❖ In October the clearinghouse was not notified of any vessels arriving at the Pilot Station without escort paperwork.
- ❖ The Clearinghouse has contacted OSPR 4 time so far in 2008 about possible escort violations. The Clearinghouse called 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 October there were 115 tank vessels arrivals; 2 LPG's, 5 Chemical Tankers, 12 Chemical/Oil Carriers, 24 Crude Oil Tankers, 27 Product Tankers, and 45 tugs with barges.
- ❖ In October there were 331 total arrivals.

# San Francisco Bay Clearinghouse Report For October 2008

## San Francisco Bay Region Totals

			<u>2007</u>
Tanker arrivals to San Francisco Bay	70		65 <i>(before 2008 barge arrivals were not totaled)</i>
Barge arrivals to San Francisco Bay	45		
Total Tanker and Barge Arrivals	115		
Tank ship movements & escorted barge movements	337		382
Tank ship movements	219	64.99%	197
Escorted tank ship movements	96	28.49%	89
Unescorted tank ship movements	123	36.50%	108
Tank barge movements	118	35.01%	185
Escorted tank barge movements	41	12.17%	91
Unescorted tank barge movements	77	22.85%	94
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	167		315		0		155		637	
Unescorted movements	89	53.29%	186	59.05%	0	0.00%	92	59.35%	367	57.61%
Tank ships	82	49.10%	123	39.05%	0	0.00%	41	26.45%	246	38.62%
Tank barges	7	4.19%	63	20.00%	0	0.00%	51	32.90%	121	19.00%
Escorted movements	78	46.71%	129	40.95%	0	0.00%	63	40.65%	270	42.39%
Tank ships	64	38.32%	91	28.89%	0	0.00%	43	27.74%	198	31.08%
Tank barges	14	8.38%	38	12.06%	0	0.00%	20	12.90%	72	11.30%

### 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 2008

## San Francisco Bay Region Totals

										<b>2007</b>
Tanker arrivals to San Francisco Bay										785
Barge arrivals to San Francisco Bay										<i>(before 2008 barge arrivals were not totaled)</i>
Total Tanker and Barge Arrivals										
Tank ship movements & escorted barge movements										3,907
Tank ship movements										2,241
Escorted tank ship movements										1,121
Unescorted tank ship movements										1,120
Tank barge movements										1,666
Escorted tank barge movements										869
Unescorted tank barge movements										797
Percentages above are percent of total tank ship movements & escorted barge movements for each item.										
Escorts reported to OSPR										4
										9

<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	2,019		3,319		0		1,651		6,989	
Unescorted movements	1,022	50.62%	1,788	53.87%	0	0.00%	872	52.82%	3,682	52.68%
Tank ships	773	38.29%	1,143	34.44%	0	0.00%	440	26.65%	2,356	33.71%
Tank barges	249	12.33%	645	19.43%	0	0.00%	432	26.17%	1,326	18.97%
Escorted movements	997	49.38%	1,531	46.13%	0	0.00%	779	47.18%	3,307	47.32%
Tank ships	674	33.38%	991	29.86%	0	0.00%	425	25.74%	2,090	29.90%
Tank barges	323	16.00%	540	16.27%	0	0.00%	354	21.44%	1,217	17.41%

### Notes:

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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  
Of the San Francisco Bay Region**

**Report of the  
U.S. Army Corps of Engineers, San Francisco District  
November 13, 2008**

**1. CORPS 2008 O&M DREDGING PROGRAM**

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

- a. **Main Ship Channel** – Dredging is underway. There are about 9,000 yards of material remaining. This will be dredged as the dredge alternates between the Main Ship Channel and Richmond Harbor. Surveys will be done after the dredging is completed and posted as soon as is possible. **Nothing new to report.**
- b. **Richmond Outer Harbor (and Richmond Long Wharf)** – Dredging has been completed and the post-dredge surveys are posted. **Nothing new to report.**
- c. **Richmond Inner Harbor** – Dredging has been completed and the post-dredge surveys are posted. **Nothing new to report.**
- d. **Oakland O & M Dredging** – **O & M dredging began this week in the Outer Channel. This work is scheduled to be completed by October 31 this year.**
- e. **Suisun Bay Channel** – The contract for the project has been awarded and the Notice to Proceed has been issued. By contract, the dredging should start on October 10; however, the actual start date is up to the contractor. **Contrary to my recent e-mail, this project has not begun yet, and the actual start date is still not known. The contractor is having some issues with obtaining equipment. A hopper dredge is coming from Alaska for this work. The arrival date is not known as of right now. The pre-dredge survey has been completed. Work will presumably begin as soon as the hopper dredge arrives.**
- f. **Pinole Shoal** - The contract has been awarded and the contract date for the start of this project is November 1. However, the actual start date depends on the dredge contractor making arrangements with the Joint Venture (Manson/Dutra) for the use of the off-loader. **This dredging has not begun yet, either. The pre-dredge survey is 20% complete. The dredging will begin as soon as the survey is complete – hopefully by the end of this week.**
- g. **Redwood City/San Bruno Shoal** – **Mobilization has begun. Dredging is scheduled to begin on or about November 20, 2008 to be completed by mid-January 2009.**

**2. DEBRIS REMOVAL** The debris totals for October 2008: Because of deployments to Houston, the debris mission is still running short handed; however, approximately 20.5 tons was collected by the Grizzly & 6 tons was collected by the Raccoon.

	Grizzly	Raccoon		Total					
November	32.00			32					
December	4.50			5					
Jan. 2008	57.00	0.00		57					
Feb	38.00			38					
March	16.50	0		17					
April	35.00	0		35					
May	8.00	10		18					
June	2.00	11		13					
July	0.00	10		10					
August	0.00	11		11					
September		26		26					
October	20.50	6		27					
Totals	214.50	74.00	0.00	289					

**3. UNDERWAY OR UPCOMING HARBOR IMPROVEMENTS**

**Oakland 50-ft Deepening Project** – Clean-up dredging of the Outer Harbor is essentially complete. The Inner Harbor deepening is on-going.

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

There has been no emergency dredging in FY 2009.

**5. OTHER WORK**

a. **San Francisco Bay to Stockton** The project team conducted two very successful public scoping meetings - on March 26 and April 2, co-hosted by local sponsors Port of Stockton and Contra Costa County Water Agency. This project is moving forward. **Nothing new to report.**

b. **Sacramento River Deep Water Ship Channel Deepening** FY 2008 money will be carried over to FY 2009 and used for continued testing and disposal site evaluation. **Nothing new to report.**

**6. HYDROGRAPHIC SURVEY UPDATE**

Address of Corps' web site for completed hydrographic surveys. **New surveys.**

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

Main Ship Channel – Survey was completed in March 2008 and has been posted.

Pinole Shoals – Surveys completed in September 2008 have been posted.

Suisun Bay Channel, Bullshead Channel – Survey dated August 2008 has been posted.

Suisun Bay Channel – Surveys dated April 2008 have been posted.

Redwood City – Surveys completed in February 2008 have been posted.

San Bruno Shoal – Surveys completed in February and March 2008 have been posted.

Oakland Entrance Harbor – Surveys dated August/September 2008 have been posted.

Southampton Shoal and Richmond Long Wharf – Surveys completed in August 2008 have been posted.

Richmond Inner Harbor: Surveys completed in July 2008 have been posted.

North Ship Channel: Surveys completed 12-13 and 20-21 March 2008 have been posted.

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

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

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

**Disposal Site Condition Surveys: SF-09 (Carquinez) and SF-10 (San Pablo Bay) - October 2008;  
SF-11 (Alcatraz) – November 2008.**

## CALIFORNIA STATE LANDS COMMISSION

### HARBOR SAFETY COMMITTEE MONTHLY REPORT - OCTOBER COMPARISON

#### **VESSEL TRANSFERS**

	Total Transfers	Total Vessel Monitors	Total Transfer Percentage
OCTOBER 1 - 30, 2007	275	162	58.91
OCTOBER 1 - 30, 2008	269	139	51.67

#### **CRUDE OIL / PRODUCT TOTALS**

	Crude Oil ( D )	Crude Oil ( L )	Overall Product ( D )	Overall Product ( L )	GRAND TOTAL
OCTOBER 1 - 30, 2007	11,092,900	41,000	19,933,024	11,761,497	31,694,521
OCTOBER 1 - 30, 2008	15,662,600	0	22,025,314	13,285,093	35,310,407

#### **OIL SPILL TOTAL**

	Terminal	Vessel	Facility	Total		Gallons Spilled
OCTOBER 1 - 30, 2007	1	0	0	1	T	Diesel / 1 gal
OCTOBER 1 - 30, 2008	1	0	0	1	T	Lube Oil / 40 gals

\*\*\* 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.



# POTENTIAL PLACES OF REFUGE (PPOR)

## FREQUENTLY ASKED QUESTIONS

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**Question: What is a PPOR?**

**Answer:** Potential Place(s) of Refuge (PPOR) is defined as a location where a vessel needing assistance can be temporarily moved, and where actions can then be taken to stabilize the vessel, protect human life, reduce a hazard to navigation, and/or protect sensitive natural resources and other uses of the area. A place of refuge may include constructed harbors, ports, docks, anchorages, a natural embayment, potential grounding sites, or offshore waters.

**Question: What is the relevance of potential places of refuge (PPOR) planning to my organization?**

**Answer:** Distressed vessels continue to be a common occurrence despite the best efforts of ship-owners and operators. In recent years there have been some notable marine casualties where a vessel sought place of refuge assistance from coastal flag authorities, including *M/T Prestige* in Spain in 2002, and *M/V Hollandic Confidence* and *M/V New Carissa* in California in 1999. PPOR guidance developed in 2003 by the U.S. Coast Guard is intended to provide stakeholders a framework for planning, preparedness, and response with respect to potentially polluting ships in need of assistance.

**Question: What is the difference between a potential and a pre-determined place of refuge?**

**Answer:** No place can be charted that will suit all circumstances for an emergency place of refuge decision, so these places cannot be established in any permanent way. The best pre-planning will identify the sites that might *potentially* serve as temporary refuge for small to large vessels. Apart from simply identifying these on a chart, all available information on the physical and oceanographic characteristics of each site, the land and resource trustees in the area, the presence of sensitive resources (natural, cultural and historic), and stakeholder contact information, access points, nearest oil spill responders, etc. will be pre-loaded into a database. Information will also be used to generate graphic and table output to regional oil spill Area Contingency Plans (ACPs). The information in the ACP will serve as a starting point for the U.S. Coast Guard place of refuge decision during an actual incident. The pre-gathered information will guide them to a decision and a site that provides the best emergency refuge, in that particular situation, with that particular vessel, with the fewest negative consequences to human safety and the environment.

**Question: How was the list of potential places of refuge developed?**

**Answer:** Local mariners, port and harbor district staff, and large vessel pilots identified potential places of refuge based on the feasibility of a safe anchorage at a given location for vessels of various size and draft. Potential places of refuge were identified based on presence of ports, harbors, docks or anchorages, existence of natural shelter from prevailing winds and storms, lack of navigational hazards, presence of existing mooring or piers, and proximity to possible on-land access and staging areas.

**Question: If my agency participates by providing information on sensitive resources for a given area considered a PPOR, will this participation be considered permission to allow a disabled vessel to find refuge here?**

**Answer:** No, participation in the PPOR planning process by providing information about sites that could potentially be chosen as a place of refuge does not constitute an agency pre-approval of that site for that use. During an actual incident, the federal and state agencies responsible for making a PPOR use decision will use

the pre-gathered information as a starting point, but will also make every effort to contact the stakeholders for their real-time, incident-specific input to the decision. The most complete pre-gathered information on sensitive resources for each potential area, coupled with real-time consultations with affected agencies and jurisdictions during an actual incident, will lead to better and more responsive decisions about what PPOR site or sites should be used in that incident. Waiting until the incident to gather that information could lead to a delayed, ill-informed and ill-advised decision. Taking these planning actions now will help prevent or minimize potential adverse affects to the public, to the regional environment (whether identified as potential places of refuge or not), and to resource users.

***Question:*** How can we be certain historic/cultural sites and subsistence lands that may occur in a proposed place of refuge will be protected?

***Answer:*** In the event a particular location would be considered as a potential place to harbor a vessel seeking refuge, historic preservation specialists would survey the site to determine if such resources might be affected, and direct where operations could safely be accommodated. Local experts would also be consulted in the event that subsistence lands may be affected. Information on historic and cultural sites in California is maintained in the California Historical Resources Information System (CHRIS) and Historical Resources Inventory (HRI) database by the Office of Historic Preservation of the California Department of Parks and Recreation.

***Question:*** How were natural and historic/cultural resources considered in the PPOR process?

***Answer:*** Natural and historic/cultural resource trustee management requires weighing concerns that range from a need to protect biodiversity and environmental health, to production and sustainability of wildlife and wildlife habitats for both consumptive and non-consumptive uses. Perspectives on what makes any particular natural or historic/cultural resource “important” can include environmental, economic, moral, and aesthetic values. Effective trustees understand the diverse values provided by natural resources and complex ecological systems, as well as historic and cultural resources and strive to balance those critical values with human demands and beliefs. Conflicts may arise when management and decision strategies try to account for all the different types of uses and values we place on our resources. The necessary trade-off decisions that must be made during an emergency response will strive to protect human health and safety (first), while minimizing environmental and historic/cultural damage (second), and economic consequences (third).

***Question:*** How will the decision to actually use a potential place of refuge be made? What criteria will be used to make the necessary and inevitable trade-off decisions between and among several potential sites?

***Answer:*** The U.S. Coast Guard will be charged with making the decision about how to handle a vessel’s request for a place of refuge. Each incident will be different, and the decision will have to evaluate, among many other factors, the status of the vessel and its crew, the vessel’s ability to make it to the nearest port, and the current and forecasted weather and sea state. The Coast Guard will use a risk-based decision-making process to help weigh and balance the variables under consideration. The consequences they will consider include human health and safety (of vessel crew, responders, and public at large), natural resources (including threatened and endangered species, subsistence species, commercial species, habitat, and historic/cultural resources) and economic impacts (including commercial shipping and fishing, marine tourism and recreational fishing, and non-marine related economic activities). Among the courses of action available to the U.S. Coast Guard are allowing the vessel to continue its voyage, allowing vessel repairs to be made in place, choosing among several potential places of refuge, deliberately grounding the vessel on shore, or scuttling it over deep water. The Captain of the Port (COTP) has jurisdiction over approving a PPOR site for a vessel in distress. The selection of a place of refuge by the COTP in consultation with other agencies and stakeholders will always be made on a case-by-case basis.

## Tug Escort Work Group

From: Fred Henning, Work Group Chair

Subject: Meeting results

Date: November 13, 2008

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The Tug Escort workgroup met on October 22<sup>nd</sup> to discuss two issues:

The first item is outlined in a separate document which details the workgroup's recommended best maritime practice for Tug operator simulation training.

The second item was an update of the Escort Plan document used by tankers for the Master/Pilot exchange prior to entering San Francisco Bay. Missing from the document was the line "Indicate the location and safe working load for all bits/chocks intended for tug use." This requirement was already in the regulations but not on the form. That change has been made and the Marine Exchange is now using the newly update form.

Respectfully,

Fred Henning  
Chair, Tug Escort Workgroup

October 22, 2008

TO: Harbor Safety Committee

FROM: Fred Henning, Chair Tug Escort Work Group

SUBJECT: Recommended Best Practices for Emergency Tug Training

**Emergency Tug Training.** At the September 17, 2008 Tug Escort Work Group meeting, we were given a presentation of a Simulator Training Program for Tugs and Pilots that is being used in Puget Sound for tug captains, Puget Sound Pilots and B.C. Pilots. A number of years ago the Harbor Safety Committee recommended training for tug operators and pilots in relation to tug escorting in the Bay. A set of recommendations for conducting Escort Training on San Francisco Bay is part of the Harbor Safety Plan (Appendix I). The guidelines anticipated live escort training exercises.

Over the years it has become evident that the opportunity for on-the-water exercises involving tankers and tugs has been extremely limited at best, with few individuals trained for actual events. However, with maritime simulators becoming more sophisticated in their ability to replicate a variety of situations and with a California Maritime Academy (CMA) simulator operational within a few months, the Work Group decided to explore the opportunity for simulating local conditions on a cost effective basis to the maritime community within the San Francisco Bay Area.

The Work Group concluded that in addition to promoting simulator training for tugs escorting tankers, simulator training is applicable to tugs assisting and docking container ships, bulk carriers and chemical ships – thus providing industry-wide benefits for safe navigation. The Work Group therefore recommends the following Best Practice for Emergency Tug Training:

**Best Practice:** The Harbor Safety Committee encourages the maritime industry to provide simulator training for tug personnel with pilot participation for emergency tug operations, based on local conditions. The training would improve communication between pilots and tug masters, offer in-house training to tug industry personnel, and provide valuable “lessons learned” for emergency situations in a controlled environment.

# **Investigations into Causes of and Response to Cosco Busan Oil Spill**

**November 13, 2008 Harbor Safety Committee update**

*Linda Scourtis, BCDC*

## **State Government Inquiries**

### State Board of Pilot Commissioners

1. Through the Incident Review Committee (IRC), the Board investigates actions on the part of the pilot that may have contributed to the incident. The board will work with the HSC work group as it also considers lessons learned from the incident. *Update:* Pilot retired effective October 1, 2008.

*Update:* Incident Review Committee Report released October 23, 2008: [www.pilotcommission.org](http://www.pilotcommission.org)

2. Established a standing Navigation Technology Committee. The purpose is “to investigate the different types of navigation systems generally found on ships calling on the San Francisco Bay Area and the sufficiency of pilot training in the use of such systems; to evaluate lap top computers, GPS units and other portable electronic chart systems that can be brought aboard ships by pilots to assist in navigation... The committee shall establish a dialogue with the Harbor Safety Committee and its cognizant subcommittees in the exchange of relevant information.”

*Update:* The HSC Navigation work group reviewed the BOPC recommendations. The Harbor Safety Committee approved the work group recommendations and forwarded its report to OSPR in July 2008.

### Governor’s Investigation into causes of and response to the oil spill

The Governor directed OSPR, in coordination with the Governor’s Office of Emergency Services and the Department of Fish and Game, to review procedures and identify areas for improvement including prevention, preparation, response, notification, and cleanup; assess natural resource damage and the associated economic impact to fishermen, small businesses and state and local economies; assess environmental damage to water and beaches; identify the best ways to return the environment to its natural state. The SF Harbor Safety Committee reviewed known facts of the incident and developed recommendations to improve vessel transit safety in San Francisco Bay, submitting the following report to OSPR:

The SF Harbor Safety Committee forwarded findings of the PORTS work group to OSPR Feb 1, 2008. HSC reports containing Tug Escorts, Prevention through People and Navigation Work Group recommendations were submitted to OSPR March 19 and 20, 2008. Ferry Operations Work Group recommendations on ferry routing in the Central Bay were forwarded to OSPR May 21, as were recommendations by the Navigation Work Group on vessel speed and crew staffing. Navigation Work Group report on pilot use of portable navigation tools was submitted July 16, 2008.

*Update:* A final packet of HSC reports with findings and recommendations to improve navigation in the Bay was submitted to OSPR July 24, 2008.

## California State Legislature

State Assembly special hearing on spill response held in Emeryville November 15, 2007. State Senate Joint Informational Hearing of Natural Resources and Governmental Organization subcommittees held a special hearing November 30, 2007, on the state response to the spill.

The following bills related to navigational issues that may be of interest to the Harbor Safety Committee have been introduced in the State Legislature in response to the Cosco Busan spill:

**SB 1217, Yee**, would add Section 1157.5 to the Harbors and Navigation Code, to require the Board of Pilot Commissioners to submit an annual report to the Legislature, beginning February 2010, that provides information on each pilot and trainee, vessel movements, investigations of reported incidents, and the financial status of the Board of Pilot Commissioners. Sponsored by the SF Bar Pilots Association and supported by PMSA. Amended May 6, 2008, to include stronger language regarding incident reports and additional fiscal reporting requirements tied to the passage of SB 1627.

*Signed by Governor.*

**SB 1627, Wiggins**, would place the Board of Pilot Commissioners under the direct oversight of the Business, Transportation and Housing Agency, as opposed to its current independent status. The Department of Finance is required to complete Finance and Performance Audits of the Board by the end of 2009, with BT&H comments on any recommendations included in the audits due within six months of completion. The bill also clarifies that all additional state administrative costs will be borne by the Board Operations special fund and creates new special funds for pilot and trainee training. Sponsored by PMSA and supported by the SF Bar Pilots Association, Save the Bay, the Ocean Conservancy and the California Trade Coalition.

*Signed by Governor.*

**AB 2032, Hancock**, would amend Section 4670.40 of the Government Code to increase the Oil Spill Prevention and Administration Fee (OSPAF) maximum from \$0.05 to \$0.08 per barrel, and amend Section 46012 of the Revenue and Taxation Code to adjust annually for inflation the Oil Spill Response Trust Fund.

*Vetoed by Governor.*

**AB 2441, Lieber**, would amend Section 8670.17.2 of the Government Code to require the OSPR Administrator to adopt regulations governing tug escorts for vessels carrying hazardous materials entering, leaving or navigating state harbors.

*Did not pass out of Senate Appropriations Committee.*

## **Other Organizations**

### San Francisco Bar Pilots

The San Francisco Bar Pilots internal review of its policies and procedures as well as of the Harbor Safety Committee Safety Plan will produce recommendations to improve shipping safety. The pilots will work with the HSC work group to inform our efforts.

*Update:* The HSC included in its March 19, 2008, report to OSPR, "Guidelines for Navigating in Reduced Visibility" developed primarily by the Bar Pilots and Coast Guard. The Guidelines apply to specific "Critical Maneuvering Areas" in the Bay.

## **Federal Government Inquires**

### National Transportation Safety Board (NTSB)

Will consider equipment and navigation systems as well as human error in looking into the cause of the accident: the performance of the master, pilot and crew, as well as the operation and maintenance of equipment and navigation systems. A second focus of the NTSB investigation is on the response to the spill.

*Report is currently under review; expect release January 2009.*

### U.S. Coast Guard: Incident Specific Preparedness Review (ISPR)

Will evaluate the effectiveness of the Coast Guard's oil spill response and communications efforts, as well as the overall preparedness system. The following are the investigating agencies: San Francisco, OSPR, Pacific States-British Columbia Oil Spill Task Force, Baykeeper, PMSA, NOAA and the USCG. *Chair: Rear Admiral Carlton Moore, Ret.*

*Update:* An initial report was released January 28, 2008, which concentrated on the first two weeks of response to the spill (<http://uscg.mil/foia/CoscoBuscan/CoscoBusanISPRFinal.pdf>). The final report expanded on some Phase I focus issues and added a number that extend beyond the first two weeks of the incident.

*Final report released May 16, 2008, available at <http://www.uscg.mil/FOIA/CoscoBuscan/part2.pdf>*

### Congressional Inquiry

Special Senate briefing with the USCG spill response was held in Washington, D.C., November 14, 2007. Special hearing on the Coast Guard spill response held by the House Subcommittee on Coast Guard and Maritime Transportation in San Francisco November 19, 2007. The congressional panel focused on a number of issues, including what caused the ship to hit the bridge, whether there were adequate communications and equipment on board, and why there were delays in reporting the spill and its severity.

Further inquiry into preparation for and response to the spill was conducted by the Department of Homeland Security Inspector General. IG's review of the U.S. Coast Guard's response to the allision, dated April 9, 2008 found at: [http://www.dhs.gov/xoig/assets/mgmttrpts/OIG\\_08-38\\_Apr08.pdf](http://www.dhs.gov/xoig/assets/mgmttrpts/OIG_08-38_Apr08.pdf).

Federal legislation to require pilots to carry their own navigational laptop computers while piloting a vessel, to raise liability limits for cargo ship owners to cover cleanup costs and damages, and for double hulling of cargo ships proposed in Congress.

**S. 2430, Boxer/Feinstein** ("Maritime Emergency Prevention Act of 2007"), would authorize the VTS to command the pilot of a vessel to modify the speed or direction of a vessel in an emergency or hazardous conditions as determined by the VTS director. Also would require a federally licensed pilot to carry and use a laptop computer equipped with a navigation system where determined by the pilotage authority that a computer is practical and necessary.

*The HSC voted on March 13, 2008, to accept the Prevention through People Work Group's recommendation that no additional authority be proposed for the Coast Guard to regulate shipping and control vessel movements, recognizing that the best skills for maneuvering a vessel originate from onboard the vessel itself, and not from the Vessel Traffic Service. Transmitted to OSPR March 20.*

*The HSC stated in comment letters dated April 17, 2008 to Senators Boxer and Feinstein, that no additional Coast Guard VTS authority is needed.*

*The HSC Navigation Work Group reviewed recommendations adopted by the Board of Pilot Commissioners regarding use of portable navigation systems, which were approved by the full HSC and submitted to OSPR July 16, 2008.*

**S. 2699, Lautenberg/Boxer** (“Oil Spill Prevention Act of 2008”), would require new vessels (contracted for construction after the date of enactment of the Act or delivered after August 1, 2010), with an aggregate capacity of 600 cubic meters or more of fuel oil to have double hulls, oil fuel being defined as “oil used as fuel in connection with the propulsion and auxiliary machinery of the vessel in which such oil is carried.”

**S. 2841, Feinstein** (“Marine Emergency Protocol and Hull Requirement Act of 2008”), would amend the Oil Pollution Act of 1990 to require new cargo ships over 5,000 gross tons to have a double hull protecting their fuel tanks by 2010, and existing ships to be retrofitted by 2024. The bill also would direct the Coast Guard to assume direct authority of all vessels during adverse conditions, or "enhanced danger" situations, such as an act of war or terrorism, low visibility, or after a large oil spill or hazardous materials discharge.

**H.R. 5428, Tauscher/Woolsey/Filner** (“Vessel Navigation and Safety Improvement Act”), would direct the Coast Guard to issue regulations requiring pilots of vessels 300 gross tons or greater to carry and utilize a portable electronic device that is equipped for navigational purposes and capable of connection to AIS, and require pilot training on such devices.

*As stated above, the HSC approved the Navigation Work Group recommendation regarding portable navigation systems.*