

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 9, 2008

Harbormaster's Office, Port of Richmond, Richmond, California

Rich Smith, Vice-Chair of the Harbor Safety Committee of the San Francisco Bay Region (HSC), Westar Marine Services; called the meeting to order at 1007. **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), Valero Marketing and Supply Company; **John Berge** (M), Pacific Merchant Shipping Association (PMSA); **Len Cardoza** (M), Port of Oakland; **Capt. Bruce Horton** (M), San Francisco Bar Pilots (Bar Pilots); **Jennifer Kovecses** (A), San Francisco Baykeeper; **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; **William Nickson** (A), Transmarine Navigation Corporation; **Sara Randall** (M), Institute for Fisheries Resources; **Linda Scourtis** (A), Bay Area Conservation and Development Commission (BCDC); **Capt. Ray Shipway** (A), International Organization of Masters, Mates, and Pilots; **Tom Wilson** (M), Port of Richmond.

Also present and reporting to the HSC were Bob Chedsey, California State Lands Commission (State Lands); **Lt. Cmdr. Kevin Mohr**, United States Coast Guard (USCG); **Capt. Gary Toledo**, California Office of Spill Prevention and Response, (OSPR).

The meetings are always open to the public.

Approval of the Minutes

A motion to accept the minutes of September 11, 2008 was made and seconded. The motion passed without discussion or dissent.

Comments by the Chair – Smith

- **Joan Lundstrom**, Chair of the HSC, was on vacation.
- The Coast Guard report would be delayed until a representative could make it through the heavy traffic.

Clearinghouse Report – Steinbrugge

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

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OSPR Report – Capt. Toledo

- A representative from OSPR's science branch would like to give the HSC a presentation on places of refuge if they are interested.
- Governor Arnold Schwarzenegger put out a press release on September 29th to describe steps taken as a result of the *COSCO Busan* allision with the Bay Bridge. Seven bills were signed and three were vetoed. A copy would be provided to **Scourtis** to update her report on investigations and legislation in the wake of the allision.
- The governor's press release also included a commitment of three hundred thousand dollars for the Physical Oceanographic Real Time System.

Smith asked the HSC if there was interest in the presentation on places of refuge. The consensus was affirmative and **Capt. Toledo** said that he would follow up on the schedule for it.

Coast Guard Report – Lt. Cmdr. Mohr

- The Ports and Waterways Safety Assessment (PAWSA) is complete. Many members of the HSC had participated. Copies of the report would be provided to members of the HSC and posted on the Marine Exchange web site.
- Several items from the executive summary might be of particular interest to the HSC. They included: and additional radio channel for Coast Guard Vessel Traffic Service, licensing and increased penalties for small boat operators, bridge fendering, more self-policing and enforcement of existing regulations, and more depth surveys.
- Another issue of interest could be future regulations on passenger, fishing, and towing vessels that are currently not inspected.

Smith said that rule-making for tow boats had been going on for three or four years, and that a notice of a proposed rule should be out by the end of the year. He said that the developing protocol was supported by the American Waterway Operators Association (AWO).

Murphy said that the ferry operations workgroup was already discussing a new radio channel for VTS.

Lt. Cmdr Mohr read from the Sector San Francisco summary report that is attached to these minutes.

Capt Toledo asked if high interest vessels directed to anchorage nine were escorted by the Coast Guard. **Lt. Cmdr. Mohr** said that they were because of the controlling Navigation and Vessel Inspection Circular.

Capt. Korwatch asked about the nature of the citation giving to the sailing boat *Kaisei*. **Lt. Cmdr. Mohr** said it was like a traffic ticket. **Capt. Amso** wanted to know if they were tested for drugs and alcohol. **Lt. Cmdr. Mohr** said that it was not done in the case described and would only be done if there was reasonable cause.

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Capt. Korwatch asked if a record was kept of citations. **Lt. Cmdr. Mohr** said that records are kept, and they could affect the nature of penalties from future citations.

Smith said that the navigation work group would likely be interested in what the PAWSA had to say about depth surveys. He asked if the navigation work group would be interested in the discussion about radio channels for VTS. **Capt. Horton** said that it was more for ferry operations.

NOAA Report –

There was no report.

US Army Corp of Engineers (COE) Report – Lawrence

Lawrence read a report that is attached to these minutes.

Capt. Amso asked if an update on the start time for dredging Pinole Shoals would be available before the next meeting of the HSC. **Lawrence** said that people could call him to find out.

State Lands Commission Report – Chedsey

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

Tug Escort Work Group –

There was no report

Navigation Work Group – Capt. Horton

There was nothing to report. Their next meeting was scheduled for November 7.

Ferry Operations Work Group – Murphy

There was nothing to report.

Prevention Though People Work Group – Needham

- Their last meeting had been spent on hoax calls to Coast Guard. They discussed an educational brochure to combat the practice.

Smith asked if hoax calls were reported to the Federal Communications Commission (FCC). **Lt. Cmdr. Mohr** said that they were. He added that the FCC has a heavy case load and Coast Guard has to help do the

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ground work. **Lt. Cmdr. Mohr** said that one out of two distress calls now is a hoax, but Coast Guard has to go to the effort and expense of dispatching a response regardless.

Plan Work Group – Scourtis

- The plan update was making progress per the revised schedule.

PORTS Work Group – Capt. Amso

- There was nothing to report.

PORTS Report – Steinbrugge

- The wind gauge is now online for the Benicia-Martinez railroad draw bridge.
- The current meter for South Hampton Shoal should be installed in late November.
- Wind sensor at Amorco and a Avon current sensor should be online this fall.
- The facility at Selby is getting a new sensor that might be integrated into PORTS.

Public Comment

Scott Bannon, Coast Guard, said the main focus of a recent oil spill drill at Chevron had been to work in volunteers. The drill went well.

A man from the public said that the AWO had long supported inspection of towing vessels. The devil was in the details.

Murphy said that ferry operators were preparing for a Vessel Mutual Assistance Program exercise to test transferring people from a ferry on the water.

Nickson said that the Chinese junk then at Hyde Street Pier was worth a visit. He welcomed **Deborah Finch**, IMTT, to the meeting. He said he had been trying to get her interested in the HSC for a while.

Old Business

There was none.

New Business

Wilson said a working group had been formed by the Port of Richmond to discuss the recent incident of a vessel striking a dock. **Smith** asked **Wilson** to forward their conclusion to the HSC for consideration.

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Capt. Shipway described the case of a longshoreman who spent forty minutes in the water after a recent accident at the Port of Oakland. He said that the design of nearby tractor tugs made it impossible for them to get the person out of the water in a timely way. He asked for a motion to assign discussion of this safety issue to the prevention through people workgroup. **Smith** said a motion was not necessary. He assigned the topic to the work group and urged Capt. Shipway and other interested parties to follow up with the work group.

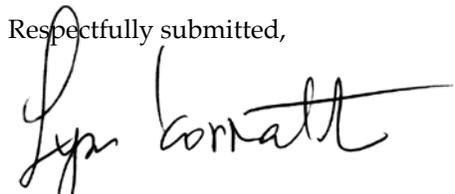
Next Meeting

Steinbrugge said that the next meeting would convene at 1000, November 13, 2008, at the Port of San Francisco's Pier 1 Conference Center.

Adjournment

A motion to adjourn was made, and seconded. It passed without discussion or dissent. Smith adjourned the meeting at 1107.

Respectfully submitted,



Captain Lynn Korwatch
Executive Secretary

USCG SECTOR SAN FRANCISCO

PREVENTION / RESPONSE - SAN FRANCISCO HARBOR SAFETY STATISTICS

September-08

PORT SAFETY CATEGORIES

TOTAL

Total Port Safety (PS) Cases opened for the period:	14
1. Total Number of Port State Control Detentions for period:	5
SOLAS (3), MARPOL (0), ISM (1), ISPS (1)	
2. Total Number of COTP Orders for the period:	2
Navigation Safety (1), Port Safety & Security (0), ANOA (1)	
3. Marine Casualties (reportable CG 2692) within SF Bay: Allison (0), Collision (0), Fire (0),	3
Grounding (0), Sinking (1), Steering (1), Propulsion (1), Personnel (0), Other (0)	
4. Total Number of (routine) Navigation Safety related issues / Letters of Deviation	3
Radar (0), Steering (1), Gyro (1), Echo sounder (1), AIS (0), AIS-835 (0)	0
5. Reported or Verified "Rule 9" or other Navigational Rule Violations within SF Bay	1
6. Significant Waterway events or Navigation related cases for the period:	0
7. Maritime Safety Information Bulletins (MSIBs): MSIB 06-05	0

MARINE POLLUTION RESPONSE

TOTAL

Total Oil/Hazmat Pollution Incidents within San Francisco Bay for Period	38
* Source Identification (Discharges and potential Discharges):	
TOTAL VESSELS	13
Commercial Vessels	6
Public Vessels (Military)	0
Commercial Fishing Vessels	1
Recreational Vessels	6
TOTAL FACILITIES	6
Regulated Waterfront Facilities	1
Other Land Sources	5
UNKNOWN/UNCONFIRMED	19
*Spill Information	
Pollution Cases Requiring Clean-up	3
Federally Funded Cases	0
Oil Discharge and Hazardous Materials Release Volumes by Spill Size Category:	
1. Spills < 10 gallons	5
2. Spills 10 - 100 gallons	4
3. Spills 100 - 1000 gallons	0
4. Spills > 1000 gallons	0
5. Spills - Unknown	29
Total Oil Discharge and/or Hazardous Material release volumes:	95
1. Estimated spill amount from Commercial Vessels:	23
2. Estimated spill amount from Public Vessels:	0
3. Estimated spill amount from Commercial Fishing Vessels:	70
4. Estimated spill amount from Recreational Vessels:	2
5. Estimated spill amount from Regulated Waterfront Facilities:	0
6. Estimated spill amount from Other Land Sources:	0
7. Estimated spill amount from Unknown sources:	0
Penalty Action:	
Civil Penalty Cases for Period	0
Notice of Violations (TKs)	2
Letters of Warning	3

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

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

Marine Casualty - Loss of Propulsion, M/V STAR SEA RAINBOW (24 Sep): Vessel lost all propulsion when the main engine failed in the vicinity of the Sea Buoy. Vessel was waiting for its pilot when its engineers heard a strange noise coming from the main engine cylinder #2. Further investigation discovered that a piston nut had come free in the piston rod gland causing damage to the cylinder. COTP Order was issued requiring assist tugs for an inbound transit, and the vessel proceeded safely to Anch 9. On 25 Sep, a class society report was submitted indicating repairs and the COTP Order was lifted.

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

Marine Casualty - Sinking, F/V MONICA LEE (25 Sept): The 39-ft vessel sank offshore approximately 36 miles west of Point Arena, CA, while being towed by the F/V ORION to Half Moon Bay for refurbishing. Nobody was onboard at the time of the sinking. The wreck is not considered a navigational hazard, and no salvage plans have been reported to date.

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

General Safety - ANOA Violation, M/V WAN HAI 501 (30 Aug): Vessel did not meet ANOA submission deadlines in accordance with Title 33 Code of Federal Regulations (CFR) Part 160, Subpart C, and was prohibited from beginning its inbound transit to SF Bay until 24 hours after the time of its ANOA submittal. Vessel transited safely into SF Bay on 31 Aug.

General Safety - Rule 9 Violation, S/V HOBO (1 Sep): The Vessel Traffic Service reported a Rule 9 violation in the inbound traffic lane north of St. Francis Yacht Club after the 25-ft S/V HOBO impeded the passage of the M/V CSL TRAILBLAZER, forcing its pilot to make drastic course changes in order to avoid the S/V. Fortunately, the pilot was able to avoid colliding with the S/V HOBO without incurring a marine casualty or leaving the channel. Station Golden Gate responded to the call, conducted a boarding of the S/V, and issued the operator a citation.

General Safety - ISM / SOLAS Detention, M/V PEKING SENATOR (16 Sep): Vessel was detained at Berth 55/56 under ISM and SOLAS authority following a safety examination where numerous fuel and lube oil leaks were found in the engine room posing unacceptable fire hazards. CG Inspectors further noted that non-conformity reports were never sent to the company as required by its Safety Management System, and all safety check reports incorrectly showed that all its equipment was in good condition. The vessel detention was lifted on 17 Sep when a satisfactory class report was received indicating repairs to the fuel and lube oil leaks, as well as ISM compliance.

General Safety - SOLAS Detention, M/V SANTIAGO EXPRESS (17 Sep): Vessel was detained after CG inspectors identified several safety deficiencies, including multiple fuel oil leaks in the generator flat. On 18 Sep, Sector SF received a class society report indicating that the deficiencies were addressed, and the detention was lifted.

Port Safety - ISPS Detention, M/V STAR SEA RAINBOW (22 Sep): Vessel was vetted by Sector SF as a High Interest Vessel (HIV) in accordance with NVIC 06-03 CH2, requiring an ISPS I examination as a result of its Indonesian port call. A COTP order was issued directing the vessel to Anch 9 for the exam, in addition to the COTP Order requiring an inbound tug escort due to its loss of propulsion (described above). Vessel passed a satisfactory exam the same day, and was cleared for movement upon repair.

General Safety - SOLAS Detention, M/V NEW HORIZON (23 Sep): Sector SF inspectors issued a SOLAS detention after witnessing several unsatisfactory fire and abandon ship drills. On 24 Sep, crewmembers satisfactorily passed all inspections and drills, and the detention was lifted.

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

Navigation Safety - LOD Inop Gyro, M/V MOL PRESENCE (4 Sep): Vessel was granted an inbound LOD for an inoperable gyrocompass. On 4 Sep, repairs were verified and the LOD was lifted.

Navigation Safety - LOD Inop Steering Unit and EDS, M/V SS MAUI (15 Sep): Vessel requested outbound LODs for its port steering unit and echo depth sounder while berthed at Oakland Inner Harbor. LODs were issued with stipulations to maintain a tug escort and a manned steering gear room. On 16 Sep, Sector SF received a technician report indicating appropriate repairs to the port steering unit. An LOD for the vessel's echo depth sounder was issued without stipulations, and the vessel departed safely.

SIGNIFICANT INCIDENT MANAGEMENT DIVISION (IMD) CASES:

None.

SIGNIFICANT PORT SAFETY INFORMATION or EXERCISES

Chevron Richmond Refinery Triennial Worst Case Discharge Drill (10-11 Sep)



San Francisco Bay Region
Tank Vessel Escort Clearing House

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

San Francisco Clearinghouse Report

October 9, 2008

- ❖ In September the clearinghouse called OSPR once about a possible escort violation.
- ❖ In September 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 September there were 124 tank vessels arrivals; 1 LPG's, 11 Chemical Tankers, 12 Chemical/Oil Carriers, 26 Crude Oil Tankers, 32 Product Tankers, and 42 tugs with barges.
- ❖ In September there were 340 total arrivals.

San Francisco Bay Clearinghouse Report For September 2008

San Francisco Bay Region Totals

			<u>2007</u>
Tanker arrivals to San Francisco Bay	82		74 <i>(before 2008 barge arrivals were not totaled)</i>
Barge arrivals to San Francisco Bay	42		
Total Tanker and Barge Arrivals	124		
Tank ship movements & escorted barge movements	371		388
Tank ship movements	220	59.30%	241
Escorted tank ship movements	101	27.22%	123
Unescorted tank ship movements	119	32.08%	118
Tank barge movements	151	40.70%	147
Escorted tank barge movements	66	17.79%	77
Unescorted tank barge movements	85	22.91%	70
Percentages above are percent of total tank ship movements & escorted barge movements for each item.			
Escorts reported to OSPR	1		0

Movements by Zone	Zone 1	%	Zone 2	%	Zone 4	%	Zone 6	%	Total	%
Total movements	238		353		0		167		758	
Unescorted movements	119	50.00%	194	54.96%	0	0.00%	92	55.09%	405	53.43%
Tank ships	82	34.45%	119	33.71%	0	0.00%	43	25.75%	244	32.19%
Tank barges	37	15.55%	75	21.25%	0	0.00%	49	29.34%	161	21.24%
Escorted movements	119	50.00%	159	45.04%	0	0.00%	75	44.91%	353	46.57%
Tank ships	75	31.51%	98	27.76%	0	0.00%	38	22.75%	211	27.84%
Tank barges	44	18.49%	61	17.28%	0	0.00%	37	22.16%	142	18.73%

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.

San Francisco Bay Clearinghouse Report For 2008

San Francisco Bay Region Totals

			<u>2007</u>
Tanker arrivals to San Francisco Bay	650		785 <i>(before 2008 barge arrivals were not totaled)</i>
Barge arrivals to San Francisco Bay			
Total Tanker and Barge Arrivals	650		
Tank ship movements & escorted barge movements	3,197		3,907
Tank ship movements	1,955	61.15%	2,241
Escorted tank ship movements	929	29.06%	1,121
Unescorted tank ship movements	1,026	32.09%	1,120
Tank barge movements	1,242	38.85%	1,666
Escorted tank barge movements	558	17.45%	869
Unescorted tank barge movements	684	21.40%	797

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

Escorts reported to OSPR 4 9

Movements by Zone	Zone 1	%	Zone 2	%	Zone 4	%	Zone 6	%	Total	%
Total movements	1,852		3,004		0		1,496		6,352	
Unescorted movements	933	50.38%	1,602	53.33%	0	0.00%	780	52.14%	3,315	52.19%
Tank ships	691	37.31%	1,020	33.95%	0	0.00%	399	26.67%	2,110	33.22%
Tank barges	242	13.07%	582	19.37%	0	0.00%	381	25.47%	1,205	18.97%
Escorted movements	919	49.62%	1,402	46.67%	0	0.00%	716	47.86%	3,037	47.81%
Tank ships	610	32.94%	900	29.96%	0	0.00%	382	25.53%	1,892	29.79%
Tank barges	309	16.68%	502	16.71%	0	0.00%	334	22.33%	1,145	18.03%

Notes:

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

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

**Report of the
U.S. Army Corps of Engineers, San Francisco District
October 9, 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.
- 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.
- g. **Redwood City/San Bruno Shoal** – The Notice to proceed was issued September 29, 2008. A pre-construction meeting is scheduled for October 16, 2008. Dredging is targeted to begin in late October or early November, 2008.

2. DEBRIS REMOVAL The debris total for September 2008

Because of deployments to Houston, the debris mission running short handed; however, between the Grizzly & the Raccoon about 26 tons of debris was collected in September, including a 20' capsized boat.

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) - July 2008; SF-11 (Alcatraz) – September 2008.

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September 26, 2008

Lt. Colonel Laurence Farrell
Commanding Officer
U. S. Army Corps of Engineers
San Francisco District
1455 Market Street
San Francisco, CA 94103-1398

Dear Colonel Farrell:

On behalf of the Harbor Safety Committee (HSC) of the San Francisco Bay Region, it is with great pleasure to welcome you to San Francisco Bay. The Committee was impressed with your initiative to attend the September 11, 2008 HSC meeting at the Port of Oakland. Your willingness to engage with the local community so early in your assignment as District Commander is refreshing

You began your assignment here with a positive, effective and fast response by surveying Pinole Shoal when suspected shoaling had taken place – an area of great concern to the maritime community. This is a demonstration of the kind of partnership that the deep draft navigation community and the Corps should have to keep our channels open and commerce flowing.

I bring to your attention several concerns we have regarding safety of navigation that your office can help with.

1. Quarterly surveys of Pinole Shoal and Suisun Bay Channel. Quarterly surveys in this area are essential because of the heavy siltation deposited from the Sacramento and San Joaquin River systems emptying into the Bay at this location. We understand that pre and post dredge surveys are conducted for construction purposes. However, as useful as these surveys are they do not fill in the gaps between post dredge surveys and the next pre dredge survey. These gaps takes place during critical winter months when runoff and river flow vary the most. The deep draft navigation community cannot afford to discover that shoaling has occurred when a ship grounds in the channel.

Harbor Safety Committee c/o Marine Exchange of the San Francisco Bay Region
Fort Mason Center, Building B, Suite 325, San Francisco, CA 94123-1380
(415) 441-7988 – hsc@sfmtx.org

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2. When planning and preparing for each dredge season the San Francisco Bar Pilots and the users of the main ship channels should be consulted in order to plan where to dredge and in what sequence.

Finally, maintaining the ship channels at the authorized depths of 35' is important for navigational safety and maintaining open commerce while keeping the cost of transportation down.

Respectfully,

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

cc: Harbor Safety Committee
Gary Toledo, Office of Sill Prevention and Response
Captain Paul Gugg, U.S.Coast Guard (Paul.M.Gugg@uscg.mil)
Captain Peter McIsaac, San.Francisco Bar Pilots (portagent@sfbarpilots.com)
Dennis Bolt, Western States Petroleum Association (dbolt@wspa.org)
Ellen Johnck, Bay Planning Coalition (staff@bayplanningcoalition.org)



CALIFORNIA STATE LANDS COMMISSION

HARBOR SAFETY COMMITTEE MONTHLY REPORT - JULY COMPARISON

VESSEL TRANSFERS

	Total Transfers	Total Vessel Monitors	Total Transfer Percentage
JULY 1 - 31, 2007	290	143	49.31
JULY 1 - 31, 2008	241	132	54.77

CRUDE OIL / PRODUCT TOTALS

	Crude Oil (D)	Crude Oil (L)	Overall Product (D)	Overall Product (L)	GRAND TOTAL
JULY 1 - 31, 2007	13,946,800	0	21,908,868	12,560,244	34,469,112
JULY 1 - 31, 2008	15,150,000	0	21,254,993	12,827,512	34,082,505

OIL SPILL TOTAL

	Terminal	Vessel	Facility	Total	Gallons Spilled
JULY 1 - 31, 2007	0	0	0	0	0
JULY 1 - 31, 2008	1	0	0	1	LUBE OIL - 0.5 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.



CALIFORNIA STATE LANDS COMMISSION

HARBOR SAFETY COMMITTEE MONTHLY REPORT - AUGUST COMPARISON

VESSEL TRANSFERS

	Total Transfers	Total Vessel Monitors	Total Transfer Percentage
AUGUST 1 - 31, 2007	309	156	50.49
AUGUST 1 - 31, 2008	245	97	39.59

CRUDE OIL / PRODUCT TOTALS

	Crude Oil (D)	Crude Oil (L)	Overall Product (D)	Overall Product (L)	GRAND TOTAL
AUGUST 1 - 31, 2007	14,857,000	0	22,749,672	12,766,624	35,516,296
AUGUST 1 - 31, 2008	14,498,000	0	19,134,270	12,204,685	31,338,955

OIL SPILL TOTAL

	Terminal	Vessel	Facility	Total	Gallons Spilled
AUGUST 1 - 31, 2007	0	0	1	0	Diesel - 25 gals
AUGUST 1 - 31, 2008	1	0	0	1	Crude Import - 5 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.



CALIFORNIA STATE LANDS COMMISSION

HARBOR SAFETY COMMITTEE MONTHLY REPORT - SEPTEMBER COMPARISON

VESSEL TRANSFERS

	Total Transfers	Total Vessel Monitors	Total Transfer Percentage
SEPTEMBER 1 - 30, 2007	286	157	54.90
SEPTEMBER 1 - 30, 2008	241	117	48.55

CRUDE OIL / PRODUCT TOTALS

	Crude Oil (D)	Crude Oil (L)	Overall Product (D)	Overall Product (L)	GRAND TOTAL
SEPTEMBER 1 - 30, 2007	14,857,000	0	23,291,260	14,521,610	37,812,870
SEPTEMBER 1 - 30, 2008	133,397,710	0	19,357,753	11,725,266	31,083,019

OIL SPILL TOTAL

	Terminal	Vessel	Facility	Total	Gallons Spilled
SEPTEMBER 1 - 30, 2007	0	0	0	0	0
SEPTEMBER 1 - 30, 2008	0	1	0	1	Lube Oil - 1 gal

*** Disclaimer:

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

Harbor Safety Committee

of the San Francisco Bay Region

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

September 23, 2008

Stephen E. Edinger, Acting Administrator
Office of Spill Prevention and Response
1700 K Street, Ste. 250
Sacramento, CA 95811

Subject: San Francisco Bay Area Harbor Safety Committee Final Report in Response to Governor Schwarzenegger's Directive to Analyze Cosco Busan Allision

Dear Mr. Edinger:

I forwarded your recent letter to the Harbor Safety Committee that you acknowledge the Committee's Final Report which analyzes the navigational safety implications of the November 7, 2007 Cosco Busan allision and of recommendations for preventative measures. The Committee is now in the process of developing further "Best Maritime Practices" for tugs and barges and commute ferries navigating in reduced visibility, guidelines for closing the bar channel due to inclement conditions and possible other issues. When adopted, the guidelines will be published in the Coastal Pilot, the San Francisco Harbor Safety Plan and other sources. We continue to have substantive discussions that have implications for other harbors on the West Coast.

That said, I believe it is vitally important the public learns of the thoughtful, proactive work of the maritime community of the San Francisco Bay Area to prevent vessel accidents thus preventing another oil spill affecting our sensitive resources. With the first anniversary of the Cosco Busan approaching, I would like to invite you to the November 13 Harbor Safety Committee meeting at the Port of San Francisco to further discuss our report.

I may be reached at (415) 461-4566, but will be out of town between October 1 and 13. I look forward to further suggestions in this regard.

Sincerely,

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

Cc: Harbor Safety Committee
Gary Toledo, OSPR

Harbor Safety Committee c/o Marine Exchange of the San Francisco Bay Region
Fort Mason Center, Building B, Suite 325, San Francisco, CA 94123-1380
(415) 441-7988 – hsc@sfmtx.org

Investigations into Causes of and Response to Cosco Busan Oil Spill

October 9, 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.
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 early 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.

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.