



**MARINE SAFETY AND SECURITY
INFORMATION BULLETIN
(MSIB) 14-03**



02 July 2014

Coast Guard Sector San Francisco
Department of Homeland Security

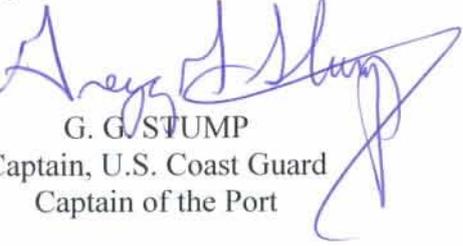
**Safety Procedures for Vessels Carrying Select Certain Dangerous Cargoes
in the San Francisco Bay Area**

This Marine Safety Information Bulletin (MSIB) promulgates safety procedures for vessels carrying certain dangerous cargoes (CDCs) in specified amounts in the San Francisco Bay Area. Captain of the Port, San Francisco Public Advisory 03-95 is superseded by this MSIB. These safety procedures are established to mitigate the risk associated with the transport of CDCs and to facilitate the safe and efficient transit of these cargoes to dock.

Vessels carrying CDCs pose additional risks to the San Francisco Bay with its dense population, valuable industrial complexes, and delicate ecological system. The potential consequences of a significant casualty involving these vessels warrant additional measures to enhance safety. The Captain of The Port (COTP) is responsible for enforcing regulations for carriage of these cargoes within the San Francisco Bay Area, and the authority under 33 CFR 160 to order vessel owners and operators to comply with the terms of this MSIB.

1. **Applicability:** The requirements of this MSIB apply to vessels meeting the following criteria.
 - a. Owners and operators of commercial vessels transporting any of the following amounts and types of CDCs within the San Francisco Bay Area shall comply with the terms of this advisory:
 - i. All vessels loaded with a cargo of LHG as defined in 33 CFR 165.1185 (any liquid containing one or more of the products listed in Table 127.005 of 33 CFR 127.005), of these anhydrous ammonia is routinely transported in this area;
 - ii. All vessels carrying, in bulk, any of the cargoes listed in 33 CFR 160.204;
 - iii. Any vessels carrying the following amounts of containerized cargoes listed in 33 CFR 160.204:
 - a. Ships laden with more than 100 long tons (Net Explosive Weight) of Division 1.1, 1.2 Explosives as defined in 49 CFR 173.50;
 - b. Barges laden with more than 5 long tons (Net Explosive Weight) of Division 1.1, 1.2 Explosives as defined in 49 CFR 173.50;
 - c. All vessels carrying more than 200 long tons of oxidizing materials or blasting agents as defined in 49 CFR 173.127;
 - d. All vessels carrying more than 5 long tons of radioactive material as defined in 49 CFR 173.403.
 - b. U.S. Navy vessels carrying the cargoes listed above are expected to operate in accordance with these provisions to the greatest extent possible.

2. **Requirements:** In addition to operating in compliance with all applicable regulations, all vessels to which this MSIB applies shall comply with the following:
- a. Proceed directly to their intended cargo reception facility to discharge cargo, unless otherwise directed or permitted by the COTP, or unable to proceed without endangering the safety of persons, property, or the environment due to an emergency situation.
 - b. A minimum of 1 nautical mile (NM) visibility is required throughout the transit route within the San Francisco COTP Zone. Specific guidance for vessels arriving from sea and shifting within the Bay is as follows:
 - Vessels arriving from sea:
 - i. Vessels shall request visibility reports from the VTS upon check in.
 - ii. Vessels may be directed to remain seaward of the Offshore Precautionary Area if visibility is reported to be less than 1 NM along their intended route.
 - iii. In cases where visibility may be less than 1NM offshore, but greater than 1NM inside San Francisco Bay, a case by case determination whether to continue the transit or have the vessel remain at sea will be made by the COTP.
 - Vessels already in the Bay:
 - i. The master, pilot or operator of the vessel shall proactively ascertain visibility along their intended route and shall not depart from their berths or anchorage if the visibility is reported to be less than 1 NM along their intended route.
 - ii. A case-by-case determination to continue the transit or divert to anchorage will be made by the COTP in cases where visibility has decreased below 1 NM after the transit has begun.
 - c. The Deep Water Traffic Lane is the preferred route inbound and outbound to/from all points within San Francisco Bay. If navigation safety dictates, vessels may transit via the Eastbound and Westbound traffic lanes with permission from the COTP.
 - d. Promptly report any decrease in visibility during transit to the VTS via the appropriate VTS frequency.
 - e. Not meet another large vessel (> 1600 gross tons) in the waterways east of the Benicia-Martinez Railroad Bridge except in the area between Stake Point and New York Point.
 - f. In addition to the requirements listed above, the COTP may take additional measures to ensure the safety of the vessel transit based on environmental conditions and traffic density.
3. **Policy and Procedures for Escorts:** The COTP will normally ensure that the vessels to which this MSIB applies are escorted by a Coast Guard vessel.


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Captain of the Port