

San Francisco Harbor Safety  
Sept 9, 2010

DIG Report

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

**Attendees:**

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

Minutes:

**Dredging**

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Respectfully submitted,

Captain Marc Bayer  
Chair DIG work group