

# 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, June 14<sup>th</sup>, 2007

Port of Oakland, 7<sup>th</sup> Floor Conference Room, Oakland California

**Joan Lundstrom**, Chair of the Harbor Safety Committee of the San Francisco Bay Region (HSC), Bay Area Conservation and Development Commission (BCDC); 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 were in attendance: **Capt. Esam Amso** Valero Marketing and Supply Company, **John Berge** Pacific Merchant Shipping Association; **Capt. Pete Bonebakker** Polar Tankers, **Margot Brown** National Boating Federation; **Len Cardoza** Port of Oakland; **Sue Cauthen** San Francisco Tomorrow, **Ron Chamberlain** Port of Benicia; **Capt. John Cronin** Matson Navigation, **John Davey**, Port of San Francisco, **Capt. Fred Henning** Baydelta Maritime; **Chief Daniel Massey** Foss Maritime Company, **Capt. Pat Murphy** Blue & Gold Fleet, **Capt. Peter Peers** National Cargo Bureau, **Marina V. Secchitano** Inlandboatmen's Union; **Capt. Ray Shipway** Masters, Mates & Pilots, **Capt. William J. Uberti** U.S. Coast Guard (USCG); **Gerry Wheaton** National Oceanic and Atmospheric Administration (NOAA) and **Thomas Wilson** Port of Richmond.

Also present were **Capt. Lynn Korwatch**, Marine Exchange; **Lt Cmdr. Kevin Mohr**, USCG; **Lisa Curtis, Administrator, Bud Leland** and **Capt. Gary Toledo** of the California Office of Spill Prevention and Response, (OSPR).

The meeting is always open to the public.

### Approval of the Minutes

There were no corrections to the minutes of May 10th, 2007.

### Comments by the Chair – Lundstrom

- **Lundstrom** reported that no HSC meetings will be held during July or August.
- The HSC has been nominated for the Legacy award for the Pacific Coast state.
- The Ports workgroup is working hard towards state legislation for PORTS.
- The National PORTS initiative is 3.5 million dollars for the full funding of PORTS and the HSC has joined together with other HSC groups to monitor funding efforts.
- Peter Peers is moving to the Baltimore, MD. The HSC will regret his absence at future meetings.
- At the May National HSC conference Margot Brown accepted the award on behalf of the SFHSC for outstanding HSC of the year.

# Harbor Safety Committee

## of the San Francisco Bay Region

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

- Lundstrom also accepted on behalf of the Committee, a citation from the USCG for 2006 HSC of the San Francisco Bay Region.

### Coast Guard Report – Capt. Uberti

**Capt. Uberti** reported that Cmdr. Loebel will be leaving the SF area for reassignment to the Washington D.C. area.

**LtCmdr. Mohr** read from reports that are attached to these minutes.

- The summer event season is starting. Last year there were over 1200 events (Regatta's, swims, etc).
- The MT vessel tug sank; it was listed in April as sunk, but clarified as an obstruction. There are further questions of the plan for removal and comments by Capt. Shipway. The vessel is not an oil pollution problem. Len Cardoza added that a timeline for removal is not known at this time. The vessel is at the edge of the channel and is a concern those who must navigate around it. The ACOE is attempting to verify available funds for the removal of the tug that is a navigational hazard.
- **Capt. Uberti** continued with the whales in the Delta. Whales do what they want, the use of ICS worked well to get them moving.
- There was a grounding of the Sophie R due to incorrect draft; there will be another attempt to move her again at high tide.
- **Lt. Hunter** reviewed the Waterside Security Plan for the All Star Game, which includes restrictions of sailing vessels in the Cove, the 3<sup>rd</sup> Street Bridge & Security Zones at Piers 30 & 32. Coast Guard and SFPD continue to work together on security for the event.
- **Lundstrom** presented a HSC Certificate of Appreciation to Cmdr. Loebel.

### Clearinghouse Report – Steinbrugge

- There were no violations to report to OSPR in the month of May.
- All escort paperwork was prepared for vessels arriving at the Pilot Stations.

**Steinbrugge** reviewed Clearinghouse report which included 72 tanker arrivals, 63 tankers per month on average, and 327 deep draft vessel arrivals. Full details are attached to these minutes.

### OSPR Report – Lisa Curtis & Capt. Toledo

- **Toledo** began with the introduction of **Lisa Curtis**, OPSR Administrator.
- **Toledo** continued with introducing the new committee Appointees and swearing them in as members.
- Change in date for changing regulations for tank vessels, now April 2008.
- No tug violation information to report.
- OSPR readiness database will be replaced. Bugs are still being worked out of the system. The committee will be advised as things move to the next step.
- **Curtis** congratulated the HSC on the award for Harbor Safety Committee of the Year. **Curtis** was unable to attend the National HSC Conference since the senate confirmation was at the same time.

# Harbor Safety Committee

## of the San Francisco Bay Region

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

- **Curtis** continues that she is looking at opportunities with OSPR and the HSC for sharing information such as: identifying best practices; new processes for regulations; SSEP program that includes grant dollars for R & D, navigational safety as well as wildlife are all available; Proactive studies to remove oil from sunken vessels such as the Lichenbach; Maintain and improve communication between the HSC & OSPR in areas to include risk analysis, LNG to have resources available to all. **Curtis** thanked all for the time, energy, commitment & expertise.
- Gary Toledo continues with the swearing in of HSC committee appointments. The swearing in was led by Curtis for standing members.
- **Lundstrom** asks Toledo to forward Grant opportunity information to the HSC.

### **NOAA Report – Gerry Wheaton**

- **Wheaton** began with his visit to Cleveland last week planning PORTS information and data on the AIS system (this may be applied to SF Bay Area and added to navigational charts).
- Invitations have been sent out to the Aquarium of the Bay hosted by the Marine Sanctuary association. There will be a poster exhibit on display on the 21<sup>st</sup> from 6-8, please RSVP.
- Faye Reynolds (National Weather Service) and Capt. Niber are working on bar wave heights and elevations & would like to work with the Coast Guard and the HSC on buoy location, possibly integrating information with AIS for the pilots and small boats, etc.
- **Lundstrom** asked the Navigational workgroup members, including Capt. Horton, to please contact the committee, so that everyone is able to participate.

### **Army Corp of Engineers (COE) Report – Robert Lawrence**

- A report dated April 12<sup>th</sup>, 2007 is attached to these minutes..

### **State Lands Commission Report -**

There was a successful meeting at the Shell clubhouse.

There was an annual inspection of the oil on Alcatraz, but no transfer was made.

### **Water Transit Authority (WTA) Technical Advisory Committee Report – Len Cardoza**

- The report was given which detailed website updates. It is attached to these minutes.

### **National HSC Highlights & Observations – Margot Brown**

**Brown** noted that there was a very large Coast Guard presence at the conference. There was also a great deal of Coast Guard input into the meeting. There were suggestions that the format be changed so Best Practices could be first on the agenda. A Question & Answer opportunity of the various HSC's should be added. The next National meeting will be in Seattle, please follow up with any written suggestions. **Brown's**

# Harbor Safety Committee

## of the San Francisco Bay Region

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

presentation on Navigation was successful. The Great Lakes card is online as well as well as how to operate the PORTS system. **Lundstrom** comments that the HSC Share & Solve presently at the end of the conference should also be moved. Brown will draft a letter to resolve the problem. **Wheaton** shared more information on suggestions for format changes for the National HSC meeting.

### Plan Work Group – Scourtis

- Most of the annual changes will appear in the appendices.
- There have been a few minor grammar changes.
- Half the appendices are updated.
- **Scourtis** asks for approval of the revised Plan.
- **Lundstrom** explains that the Plan serves as a background reference and bible for all HSC regulations.
- Motion of approval of the revised Plan is seconded and the vote passes.

### Oakland Fireboat – Len Cardoza

**Lundstrom** indicates that the presentation will provide background information so that the committee can decide if it wishes to support the efforts.

**Len Cardoza** reported that Lt.'s Troy and Stark from the Oakland fire department are present and will give a short presentation on the fireboat Seawolf.

Lt.'s Troy and Stark propose that the HSC help to reinstate the fireboat Seawolf and Engine 2 in Oakland. A presentation is given including the history and hopes to get the boat back on line.

After the presentation **Lundstrom** asks the HSC members if the Committee wants to go on record to support the Fireboat, keeping in mind the mission of the HSC Committee.

There are many comments with respect to the fireboat as an asset for additional safety and should be supported.

The following motion was suggested:

*That the Harbor Safety Committee lends support and send a letter to the City of Oakland to reinstate the fireboat Seawolf in Oakland in support of safe navigation and emergency response to the maritime community.*

The motion is seconded.

There is further discussion from Lundstrom, Henning as well as many other members of the Committee. It is agreed that the HSC focus on staying out of the financial and political aspects of reinstating the fireboat, but lend support for reinstating of the fireboat for safety reasons only.

# Harbor Safety Committee

## of the San Francisco Bay Region

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

The final vote on the motion was taken. HSC Committee members from the Ports of Oakland and San Francisco abstained from voting.

The motion passes. The HSC will put together a letter addressed to the Mayor in coordination with Alan Steinbrugge and copy the Port of Oakland.

### **Tug Escort Work Group – Capt. Henning**

- **Henning** reported that the group is currently working on the language for tractor tugs which is in a draft stage. There will be new language to report in California.

- 

### **Navigation Work Group – Capt. Horton**

- There was nothing to report. **Lundstrom** added that Capt. Pinder is coordinating the CAARB meeting, possible in July. The purpose of the meeting is information gathering and to meet informally before regulations are approved.

### **Ferry Operations Work Group – Davey**

- The ferry operators work group met last week regarding communications protocol for routing ferries and modifications.
- The next meeting on the 11<sup>th</sup> will go forward as scheduled.

### **Prevention Through People Work Group – Brown**

- A new issue of the *Where the Heck is Collinsville* brochure is at the printer and will be available at the Marine Exchange with new designations for AIS. Kayak warning strips are also available with a PDF copy on the Exchange's website.

### **Physical Oceanographic Real Time System (PORTS) Work Group – Capt. Amso**

- The PORTS work group has prepared a letter and is working with the railroad issue in regards to gaining access through properties. A motion to approve and send the letter is carried. The status of SB 965 is unknown even though there has been tremendous support from the HSC, it is not known whether the money will follow.

# Harbor Safety Committee

of the San Francisco Bay Region

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

**PORTS Report – Steinbrugge**

- **Steinbrugge** reported that all stations that were operational remain operational. The Richmond tide station is operational with the exception of the water temperature equipment which need repair.
- Buoys for the Oakland and Richmond current sensors hopefully will be available by the end of the year.
- Still in the works - a wind terminal location for the Port of Oakland.
- The phone company needs to switch over the 866 old systems so that they are still operational.

## **Public Comment**

**Rick Holly, OSPR**, reported that the Field Operators of OSPR reported that oil spills in Oakland were quality control based and one of the cleanest construction sites seen.

**Ron Chamberlain** spoke with regards to Cmdr. Loebl recognizing that he set very high standards, and wished thanks and good luck. Loebl received a standing ovation.

## **Old Business**

There was no old business.

## **New Business**

**Korwatch** announced that the AMSC meeting has been moved to July 17<sup>th</sup>. There is also an upcoming Cal Maritime fundraising golf tournament.

## **Next Meeting**

**Lundstrom** reported that the next meeting would convene at 1000, September 13th at this same location.

## **Adjournment**

A motion to adjourn was made and seconded. There was no discussion. The motion passed unanimously. The meeting adjourned at 1200.

Respectfully submitted,



Captain Lynn Korwatch  
Executive Secretary

<b>USCG SECTOR SAN FRANCISCO</b>	
<b>PREVENTION / RESPONSE - SAN FRANCISCO HARBOR SAFETY STATISTICS</b>	
<b>May-07</b>	
<b>PORT SAFETY CATEGORIES</b>	
	<b>TOTAL</b>
<b>1. Total Number of Port State Control Detentions for period:</b>	<b>1</b>
SOLAS (1), MARPOL (0), ISM (0), ISPS (0)	
<b>2. Total Number of COTP Orders for the period:</b>	<b>4</b>
Navigation Safety (2), Port Safety & Security (2), ANOA (0)	
<b>3. Marine Casualties (reportable CG 2692) within SF Bay: Allison (0), Collision (0), Fire (0),</b>	<b>2</b>
Grounding (0), Sinking (0), Steering (1), Propulsion (1), Personnel (0), Other (0)	
<b>4. Total Number of (routine) Navigation Safety related issues / Letters of Deviation</b>	<b>11</b>
Radar (5), Steering (0), Gyro (1), Echo sounder (0), AIS (5), AIS-835 (0)	
<b>5. Reported or Verified "Rule 9" or other Navigational Rule Violations within SF Bay</b>	
<b>6. Significant Waterway events or Navigation related cases for the period:</b>	
<b>7. Maritime Safety Information Bulletins (MSIBs): MSIB 06-05</b>	
<b>Total Port Safety (PS) Cases opened for the period:</b>	<b>18</b>
<b>MARINE POLLUTION RESPONSE</b>	
	<b>TOTAL</b>
<b>Total Oil/Hazmat Pollution Incidents within San Francisco Bay for Period</b>	<b>33</b>
<b>* Source Identification (Discharges and potential Discharges):</b>	
<b>TOTAL VESSELS</b>	<b>9</b>
Commercial Vessels	<b>1</b>
Public Vessels (Military)	<b>0</b>
Commercial Fishing Vessels	<b>2</b>
Recreational Vessels	<b>6</b>
<b>TOTAL FACILITIES</b>	<b>9</b>
Regulated Waterfront Facilities	<b>1</b>
Other Land Sources	<b>8</b>
<b>UNKNOWN/UNCONFIRMED</b>	<b>15</b>
<b>*Spill Information</b>	
Pollution Cases Requiring Clean-up	<b>7</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>32</b>
2. Spills 10 - 100 gallons	<b>1</b>
3. Spills 100 - 1000 gallons	<b>0</b>
4. Spills > 1000 gallons	<b>0</b>
5. Spills - Unknown	<b>0</b>
<b>Total Oil Discharge and/or Hazardous Material release volumes:</b>	<b>23</b>
1. Estimated spill amount from Commercial Vessels:	<b>10</b>
2. Estimated spill amount from Public Vessels:	<b>0</b>
3. Estimated spill amount from Commercial Fishing Vessels:	<b>2</b>
4. Estimated spill amount from Recreational Vessels:	<b>2</b>
5. Estimated spill amount from Regulated Waterfront Facilities:	<b>0</b>
6. Estimated spill amount from Other Land Sources:	<b>9</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>1</b>
Letters of Warning	<b>1</b>

<b>** SIGNIFICANT PORT SAFETY &amp; SECURITY (PSS) CASES **</b>	
<b>* A. MARINE CASUALTIES - PROPULSION / STEERING</b>	
<b>Marine Casualty - Limited Steering, M/V COSCO LONG BEACH (3 May):</b> Vessel experienced a limited response from its steering gear while transiting from Long Beach to the Bay Area, but was able to compensate using both steering pumps. A COTP order was issued requiring a two tug escort from the pilot station to Oakland, Berth 57, where it received repairs. Once repairs were made, the COTP order was rescinded on 3 May.	
<b>Marine Casualty - Loss of Propulsion, M/V HORIZON HUNTER (14 May):</b> The vessel's Main Diesel Engine experienced a malfunction while in Pilot House Control when the vessel shifted from ahead to reverse enroute to Port of San Francisco. The Main Diesel Engine was able to be restarted at the local operating station and was able to proceed without incident using local control of the Main Diesel Engine. A COTP order was issued requiring a one tug escort during the transit. Repairs were made and the COTP order was rescinded on 15 May. The Case Closed.	
<b>* B. PORT STATE DETENTIONS - VESSEL SAFETY CONDITIONS</b>	
<b>Port State Control Detention - M/V SHAN KING (23 May):</b> Vessel was detained following a USCG Port State Control inspection for a number of environmental and safety deficiencies. Vessel had an inoperable incinerator since May, 2005, and acknowledged throwing mixed garbage overboard. Five of the vessel's fire hoses were melted together, and its spare fire hoses had multiple leaks. Furthermore, the vessel did not hold any documentation in accordance with the Safety Management System. A COTP order was issued requiring the deficiencies to be corrected prior to departure from San Francisco Bay. The deficiencies were corrected and the COTP order was rescinded on 26 May.	
<b>* C. COAST GUARD - GENERAL SAFETY/SECURITY CASES</b>	
<b>Navigation Safety - M/V KITANO (10 May):</b> Vessel's 10cm radar and AIS were malfunctioning during its transit from the Port of Los Angeles to the Port of Oakland. An inbound LOD was issued requiring visibility of at least two nautical miles. LOD also required repairs to be verified by a certified technician prior to departure. The LOD was rescinded on 10 May after repairs were made.	
<b>Navigation Safety - T/V KIHULAND (10 May):</b> Vessel's 10cm radar was reported inoperable and malfunctioning during its transit from Port Hueneme to the port of Stockton. An inbound LOD was issued requiring visibility of at least two nautical miles, and verification of repairs by a certified technician prior to its departure. The LOD was rescinded on 11 May after repairs were made.	
<b>Navigation Safety - M/V JIN QUAN (11 May):</b> Vessel's AIS malfunctioned while inbound to Sacramento. An inbound LOD was issued requiring vessel's AIS to stay off until repairs could be verified by a certified technician. Repairs were made and the LOD was rescinded on 15 May.	
<b>Navigation Safety - T/V ANTARES (11 May):</b> Vessel's AIS was reported inoperable during its outbound transit from the Port of Stockton. An outbound LOD was issued requiring repairs at the vessel's next U.S. port of call.	
<b>Navigation Safety - M/V HELLESPONT TRIUMPH (14 May):</b> Vessel's 10cm radar malfunctioned during its transit from Anacortes, WA, to Martinez, Berth 5. An inbound LOD was issued requiring visibility of at least two nautical miles, and verification of repairs by a certified technician prior to departure. The LOD was rescinded on 11 May after repairs were made.	
<b>Navigation Safety - M/V NYK PHOENIX (15 May):</b> Vessel reported malfunctioning 3cm radar while transiting inbound to Oakland, Berth 57. An LOD was issued requiring at least two miles of visibility, and verification of repairs by a certified technician prior to its departure. The LOD was rescinded on 17 May after repairs were made.	
<b>Navigation Safety - M/V VLADIVOSTOK (17 May):</b> Vessel reported malfunctioning gyrocompass prior to entering San Francisco Bay, bound for Berths 58-59 in the Port of Oakland. An inbound LOD was issued requiring the pilot onboard to navigate the vessel via magnetic compass. The vessel was also ordered to cover up the inoperable gyrocompass display to prevent the helmsman from accidentally taking false readings, and have repairs verified by a certified technician prior to its departure. Repairs were made and the LOD was rescinded on 21 May.	
<b>Navigation Safety - M/V LIAN AN HU (17 May):</b> Vessel reported malfunctioning AIS while en route to Martinez, Berth 1. An inbound LOD was issued requiring AIS to stay off until repairs could be verified by a certified technician. Repairs were made and the LOD was rescinded on 17 May.	
<b>Navigation Safety - M/T JOP (17 May):</b> Vessel reported malfunctioning 3cm radar while transiting outbound from the Port of Stockton to the Port of Los Angeles. An outbound LOD was issued requiring at least two miles of visibility, and verification of repairs by a certified technician prior to its departure from Port of Los Angeles.	
<b>General Safety - M/V SANKO JUPITER (19 May):</b> Vessel was inbound to the Port of Sacramento, when a COTP order was issued to restrict the vessel's movement due to two humpback whales located in the vicinity of the turning basin. The vessel was eventually allowed to transit to the Port of Sacramento, but was restricted from entering the turning basin resulting in a port-side mooring.	
<b>Navigation Safety - M/V ALASKAN LEGEND (25 May):</b> Vessel reported malfunctioning AIS prior to entering San Francisco Bay. An inbound LOD was issued requiring the vessel's AIS to stay off until repairs could be verified by a certified technician. Repairs were made and the COTP order was rescinded on 29 May.	
<b>SIGNIFICANT INCIDENT MANAGEMENT DIVISION (IMD) CASES:</b>	
<b>None.</b>	



SIGNIFICANT PORT SAFETY INFORMATION or EXERCISES	
None.	

# VTS Vessel Transit Stats

VTS Transit Statistics May 2007					
Transits include: all inbound, outbound & intrabay transits	# Transits Last month	# Transits this month	Pct chg fm last month	# Transits a year ago	Pct chg fm a year ago
Vessel Category	Apr-07	May-07		May-06	
<b>PUBLIC</b> (Research VsIs, Public VsIs, Commercial VsIs, Public Freight, USN, USACE)	191	232	21%	377	-38%
<b>TANKER</b> (Tankships, Ore/Bulk/Oil/ Tanker Barge/ Haz Cargo)	185	130	-30%	207	-37%
<b>CARGO</b> (Bulk, Container, Freightship, Freight barge, Vehicle carrier, RORO, Industrial Vsl, LPG)	383	425	11%	476	-11%
<b>TUGs with TOWS</b> (Towtug, Tugtow, Towboat, Tugboat, Tug w/ oil barge)	2126	1147	-46%	1956	-41%
<b>FERRIES</b> (Ferries, passenger barge, Ferry tour/ dinner)	6296	6780	8%	7267	-7%
<b>MISC</b> (School, Private, Unk, Fishing, Oil Recovery, OSV, Recreational, Sanitation, Cruiseship, Traprock)	1402	2544	81%	1219	109%
<b>PASSENGER</b> (incl cruise ships, and smaller charter vessels)	56	90	61%	106	-15%
<b>TOTAL vsl transits</b>	10639	11348	7%	11608	-2%

# San Francisco Bay Clearinghouse Report For May 2007

## San Francisco Bay Region Totals

			<u>2006</u>
Tanker arrivals to San Francisco Bay	72		75
Tank ship movements & escorted barge movements	393		354
Tank ship movements	232	59.03%	228
Escorted tank ship movements	103	26.21%	124
Unescorted tank ship movements	129	32.82%	104
Tank barge movements	161	40.97%	126
Escorted tank barge movements	80	20.36%	68
Unescorted tank barge movements	81	20.61%	58
Percentages above are percent of total tank ship movements & escorted barge movements for each item.			
Escorts reported to OSPR	0		3

<u>Movements by Zone</u>	<u>Zone 1</u>	<u>%</u>	<u>Zone 2</u>	<u>%</u>	<u>Zone 4</u>	<u>%</u>	<u>Zone 6</u>	<u>%</u>	<u>Total</u>	<u>%</u>
Total movements	235		367		0		197		799	
Unescorted movements	115	48.94%	192	52.32%	0	0.00%	109	55.33%	416	52.07%
Tank ships	80	34.04%	124	33.79%	0	0.00%	61	30.96%	265	33.17%
Tank barges	35	14.89%	68	18.53%	0	0.00%	48	24.37%	151	18.90%
Escorted movements	120	51.06%	175	47.68%	0	0.00%	88	44.67%	383	47.93%
Tank ships	69	29.36%	99	26.98%	0	0.00%	41	20.81%	209	26.16%
Tank barges	51	21.70%	76	20.71%	0	0.00%	47	23.86%	174	21.78%

### 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 2007

## San Francisco Bay Region Totals

			<u>2006</u>
Tanker arrivals to San Francisco Bay	317		788
Tank ship movements & escorted barge movements	1,671		3,917
Tank ship movements	937	56.07%	2,373
Escorted tank ship movements	478	28.61%	1,234
Unescorted tank ship movements	459	27.47%	1,139
Tank barge movements	734	43.93%	1,544
Escorted tank barge movements	388	23.22%	813
Unescorted tank barge movements	346	20.71%	731
Percentages above are percent of total tank ship movements & escorted barge movements for each item.			
Escorts reported to OSPR	7		12

<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	1,065		1,692		0		957		3,714	
Unescorted movements	508	47.70%	833	49.23%	0	0.00%	451	47.13%	1,792	48.25%
Tank ships	329	30.89%	506	29.91%	0	0.00%	219	22.88%	1,054	28.38%
Tank barges	179	16.81%	327	19.33%	0	0.00%	232	24.24%	738	19.87%
Escorted movements	557	52.30%	859	50.77%	0	0.00%	506	52.87%	1,922	51.75%
Tank ships	319	29.95%	459	27.13%	0	0.00%	240	25.08%	1,018	27.41%
Tank barges	238	22.35%	400	23.64%	0	0.00%	266	27.80%	904	24.34%

### 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**

**June 14, 2007**

**1. CORPS 2007 O&M DREDGING PROGRAM**

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

- a. **Main Ship Channel** – *The Essayons dredged the Main Ship Channel for eight days in June, as scheduled. The material was placed off of Ocean Beach as part of a beach nourishment project. A condition survey will be conducted by the end of June to determine if more dredging is necessary.*
- b. **Richmond Outer Harbor and Richmond Long Wharf** – *Dredging began on June 11, 2007, to a design depth of -45 feet mean lower low water; no overdepth dredging. The dredging should take up to twenty days.*
- c. **Richmond Inner Harbor** – *The dredging of Reach 2 is nearing completion. Surveying is on-going now, in all reaches, to determine is there is excess material that needs to be dredged.*
- d. **Oakland O & M Dredging** – The Inner Harbors were dredged until December 31. Surveys were conducted as the dredging proceeded so they have been completed and posted. Maintenance dredging of the Oakland Inner Harbor will be done with the next cycle of the deepening project, which will follow the deepening of the Outer Channel. *No change.*
- e. **Suisun Bay Channel** – Annual maintenance is planned for this year's work window, from August to November. Dredging will be to a design depth of -35 plus one foot of paid overdepth. The project will include New York Slough. *No change.*
- f. **Pinole Shoal** – *Dredging of Pinole Shoal is due to begin by mid June assuming the material is suitable for in-Bay disposal.*
- g. **Redwood City/San Bruno Shoal** – There is some money available for dredging the Redwood City Channel. That dredging will hopefully happen late summer/early fall this year. The proposed disposal site is Inner Bair Island with Alcatraz as a fall-back location. *No change.*

**2. DEBRIS REMOVAL**

*Debris totals for May 2007 are not available at this time. They will be forwarded as an addendum when they become available.*

	Grizzly	Raccoon		Total					
May	9.50	37.00		47					
June	0.00	35.00		35					
July	9.00	74.00		83					
August	15.00	71.00		86					
September	12.00	16.00		28					
Oct.	12.00	10.00	3	25					
Nov.									
Dec.				101					
Jan. 2007	39.50	62.00		102					
Feb.	16.00	60.00		76					
March	12.00	24.00		36					
April	49.00	17.00		66					
Totals	174.00	406.00	3.00	684					

**3. UNDERWAY OR UPCOMING HARBOR IMPROVEMENTS**

**Oakland 50-ft Deepening Project**

Deepening of Oakland’s Outer Harbor began on March 16, 2007. Completion targeted for later in 2007 (December). *No change.*

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

There has been no emergency dredging in FY 2007.

**5. OTHER WORK**

a. **San Francisco Bay to Stockton** The Corps did receive some money (\$200,000) for this project, so some work can be done, but not very much. The Corps will be creating a hydrodynamic model later this year. This model will set the boundaries for ship simulations that will be done in the next fiscal year – assuming that funds are available. *No change.*

**b. Sacramento River Deep Water Ship Channel Deepening**

No funding was received, however, the project is in the Corps 2008 budget. *No change.*

## 6. HYDROGRAPHIC SURVEY UPDATE

Address of Corps' web site for completed hydrographic surveys. *No new surveys.*

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

Main Ship Channel – 16-21 June 2006.

Pinole Shoals – Surveys completed in January and February 2007 have been posted.

Suisun Bay Channel – Surveys completed in August, September (New York Slough), and November 2006 have been posted.

Suisun Bay Channel Bullshead – March 8, 2006

Redwood City – Surveys completed in April 2007 have been posted.

San Bruno Shoal – completed November, 2006. Not yet posted.

Oakland Inner and Outer Harbor – Surveys completed in February 2007 have been posted.

Southampton Shoal and Richmond Long Wharf – Surveys completed in February and March 2007 have been posted.

Oakland Outer Harbor 06&11 October 2006; and Oakland Inner Harbor 09, 15-17 November 2006.

Richmond Inner and Outer Harbors: Surveys conducted in October and November 2006 and January 2007 were posted February 6.

## Memorandum

**Date:** June 14, 2007

**To:** Harbor Safety Committee, San Francisco Bay Region

**From:** Len Cardoza

**Subject:** Water Transit Authority Technical Advisory Committee Report

### Updates (in bold text).

1. The address for WTA is: Pier 9, Suite 111, The Embarcadero, San Francisco, CA 94111. POC: Lauren Duran at 415-291-3377 or by e-mail at [duran@watertransit.org](mailto:duran@watertransit.org).

2. **The first issue of South San Francisco Ferry News is now available for download at: <http://www.watertransit.org/newsletters/SSFIssueOne.pdf>**  
**This issue includes background, current status and frequently asked questions regarding planned ferry service between South San Francisco and Oakland's Jack London Square.**

3. **The next WTA Planning and Development Committee meeting scheduled to take place on Wednesday, July 11, 2007 at 1:00 p.m.**

4. There is no TAC meeting scheduled in the near future. Karen Shelver, WTA, will inform us if WTA is going to plan one anytime soon.

### Background.

The WTA is a regional agency authorized by the State of California to operate a comprehensive San Francisco Bay Area public water transit system. The WTA's goal is "To develop a reliable, convenient, flexible and cost-effective expanded Bay Area water transit system that will get drivers out of their cars and onto environmentally responsible state-of-the-art ferries".

The enabling legislation for the WTA, Chapter 1011 of the Statutes of 1999, requires the formation of the Technical Advisory Committee (TAC). The roles of the TAC include the following:

- The TAC will serve as a conduit to interested agencies, identifying key contacts within those agencies and facilitating discussions on specific technical items.
- Provide review and comment to WTA staff and its consultants on the myriad of technical reports and studies that will be prepared in the development of the Implementation and Operations Plan.
- Review the findings and the recommendations for consistency to promote inter-agency cooperation and integration with ongoing planning efforts.



# Harbor Safety Committee

of the San Francisco Bay Region

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

June 14, 2007

Mr. Michael W. Szabados  
Director, Center for Operational Oceanographic Products and Services  
National Ocean Service, NOAA  
1305 East West Highway, Room 7342  
Silver Spring, Maryland 20910

Dear Sir;

The PORTS work group of the San Francisco Harbor Safety Committee requests that an anemometer be co-located at the Benicia/Martinez rail road bridge. The RR bridge is installing an anemometer on the lift span in order to measure and record unsafe wind speeds which would preclude raising or lowering the lift span. The purpose of the PORTS anemometer would be to have a NOAA installed, calibrated and operated wind station on the bridge to assist deep draft navigation with passage planning.

Since December 2006 the UPRR lift bridge has been impacted by high winds on two occasions, once in December and again in May. The winds were in excess of 35 mile per hour which is higher than the safe operating parameters for lifting the span.

High winds can cause the lift wires to vibrate resulting in the span not opening or closing on a level plain which can damage the wires and guides. The resulting damage could force long closures to the bridge while it is under repair.

Placing a PORTS wind station at or on the bridge will facilitate vessel and bridge safety and complement the existing notification system to the marine community. The San Francisco Harbor Safety Committee requests that NOAA take the necessary steps to research and install a PORTS anemometer at the UPRR in Martinez as soon as possible.

Thank you,

Joan Lundstrom  
Chair, San Francisco Harbor Safety Committee

Cc: Captain Marc Bayer, PORTS Work Group  
Captain Peter McIsaac, San Francisco Bar Pilots  
OSPR  
Gerry Wheaton, NOAA  
Bill Stapp, Manager Bridge Construction, Union Pacific Railroad

**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