

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 SF BAY REGION

Thursday; January 8, 2004

Port of Richmond, Harbormaster's Office, 1340 Marina Way South, Richmond, CA

Grant Stewart, American Ship Management, Chair, called the public meeting to order at 10:00 and welcomed those in attendance. The following committee members or alternates were in attendance: **Len Cardoza**, Port of Oakland; **John Davey**, Port of San Francisco; **Nancy Pagan**, Port of Benicia; **Tom Wilson**, Port of Richmond; **Capt. Pete Bonebakker** (alternate for **Capt. Douglas Lathrop**), ConocoPhillips; **Rich Smith** (alternate for **Capt. Margaret Reasoner**), Westar Marine Services; **Scott Merritt**, Foss Maritime Company; **Capt. Larry Teague**, San Francisco Bar Pilots; **Joan Lundstrom**, Bay Conservation and Development Commission; **Margot Brown**, National Boating Federation; and **Kathy Zagzebski**, The Marine Mammal Center. Also present were U. S. Coast Guard representatives, **Capt. Jerry Swanson** (MSO) and **Cmdr. Pauline Cook** (VTS); U. S. Army Corps of Engineers' representative, **David Dwinell**; NOAA representative, **Cmdr. Steve Thompson**; **Al Storm**, OSPR; **Ken Leverich**, State Lands Commission; **Capt. Lynn Korwatch**, Marine Exchange, and more than twenty-five people from the interested public.

The Secretariat confirmed the presence of a quorum.

Corrections to minutes of previous meeting: **M. Brown**: page 5, line 3, spelling corrections, Matt **English Elyesh**; and **Capt. Dave McFarlane McFarland** in two places. **L. Cardoza**: page 4, Underwater Rocks Work Group Report (1), . . . The Port of Oakland ~~continues~~ continues federal civil works projects continue to proceed under a continuing resolution in the meantime. . . . The Port of Oakland 50' Project Team is working to get the channel entrance ~~of the and~~ and Outer Harbor to an interim project depth of 46'; construct a Middle Harbor containment structure ~~across the channel~~ and complete the widening of the Inner Harbor Turning Basin. Motion by **T. Wilson**, seconded by **M. Brown** to "accept the minutes of 12-11-03 as corrected." Motion passed without objection.

USCG REPORT, J. Swanson. (1) **J. Swanson** reported on port operations statistics for pollution response and investigations and significant port safety events for the period December 1, 2003 through December 31, 2003. A written report is made a part of these minutes. (2) On December 21, 2003, the national terrorist threat level was raised to 'High' (orange) and the Commandant raised the MarSec level to 2 for all ports. This resulted in more assets on the water, more patrols and implementation of facility draft security plans. There was no specific threat to the Bay Area. The COTP has established security zones and 24/7 patrols at the Concord Naval Weapons Station. Under the provisions of the Marine Transportation Security Act,

fourteen more fast patrol boats and 100 additional personnel have been assigned to the Bay Area. There was no known delay of commerce as a result of elevated security. (3) Facility security plans were due to the CG on January 1, 2004. Initial review of the plans will be conducted by a third party contractor in Kansas City. On February 1, 2004, vessel security plans are due to the CG. These plans will be reviewed in Washington, DC, at MSO Security Center. The Marine Transportation Security Act will be implemented on February 1, 2004. (4) The COTP chartered the Northern California Area Marine Security Committee at the end of last year. Committee members will be installed next Tuesday at 10:00 at a meeting to be held in the Port of Oakland Board Room. (5) 200 yard security zones are being reinstated around both airports. Marking and buoys have been funded. (6) MarSec coordinators will meet in Kansas City on January 25, 2004 regarding implementation of new requirements. Fourteen additional CG Reserve officers have been called to active duty for the next eight months to assist with implementation. (6) MSO has a new Senior Investigations Officer, **Tony Davis**, a civilian. (7) The Regional Exam Center, Licensing and Documentation Unit, has moved to the Oakland Federal Building. The ribbon cutting ceremony is scheduled for January 25, 2004. (8) A permanent security zone has been established around Port Chicago. (9) New regulations have been developed as a result of a booming operation oil spill during transfer in Puget Sound. (10) Monitoring of the LUCHENBACH during the recent heavy storms did not find evidence of any oiled birds. (11) **P. Cook** reported that appropriations for AIS are progressing. This will include antennas for five new sites. July is targeted for the start of receiving new signals. (12) With MarSec 2 procedures in place since December 31, 2003, large tugs (20 meters) have the added requirement of reporting on Channel 11. (13) VTS saw some excitement last night when operations shifted from commercial to generator power. Down for half-an-hour beginning at 6:40 p.m., VTS had limited communications and no radar. The system was down again for about fifteen minutes at 11:00 p.m. Vessel tracking was done manually. Traffic was light and there were no problems. **L. Teague**: With increased security measures at the terminals, pilots can't get into facilities when they arrive by tug. **J. Swanson**: With prior arrangement, the pilots should be able to get in. **L. Teague** was advised by facility personnel that the CG had issued orders that no one was to come in. **J. Swanson**: This is a misunderstanding that can be addressed. **M. Bayer**: When MarSec 2 is in place, nothing is allowed alongside a facility. Arrival of an unauthorized tug sets in motion a series of reporting requirements. It would take a change in facility security plans to make a change to the current requirements. **J. Swanson** is aware of the problem pilots have getting to facilities and will address it.

CLEARINGHOUSE REPORT, A. Steinbrugge. A written report with statistics for the month of December 2003 is made a part of these minutes. There were no calls to OSPR during the month of December for a possible escort violation or from pilots to report a vessel arriving at the pilot station without escort paperwork. In 2003, there were three calls to OSPR regarding escort violations. There were two calls regarding escort violations in 2002; six calls in 2001 and five calls in 2000.

OSPR REPORT, A. Storm. In May 2001, nine people were appointed to the HSC and those terms will expire in May 2004. This includes the ports of Oakland, Richmond and Benicia, as well as tug, dry cargo, barge, pilot and labor representatives. Preliminary notice is given at this meeting. The mailing for the February HSC meeting will include details. The application period will open early and close early to facilitate making the best appointments possible. Question:

Have the ports of Stockton and Sacramento been invited to participate in the HSC? **A. Storm:** Not by OSPR.

NOAA REPORT, S. Thompson. (1) There are no new nautical chart editions or products. (2) The *Coast Pilot* is revised annually. The deadline for submission of changes or additions is May 1, 2004. **J. Swanson** wants new security zones included. **S. Thompson** will coordinate with **Cmdr. Phillips** of MSO. (3) The Weather Service prediction is for a slightly wetter than normal winter season.

COE REPORT, D. Dwinell. The text of the COE Report is made a part of these minutes by attachment. The COE contact person for post-dredge survey information is **Steve Dresser**, 415-977-8679. The COE's goal is to have preliminary information available within a week of dredging. If a resurvey is required, it could take more time. The caveat continues that COE surveys are not to be used for navigational purposes and are invalid after thirty days. **L. Cardoza** added that it is anticipated that the federal administration will release a proposed budget for 2005 in mid-February. He will brief the HSC at the March meeting.

STATE LANDS COMMISSION REPORT, K. Leverich. (1) The customer service meeting has been changed to February 24, 2004 at Shell Clubhouse. (2) There were three small spills in the past month. One involved a cracked hull on a barge, with fast recovery. (3) On January 1, 2004 the new ballast water law goes into effect. Development of associated regulations will be dependent upon the Governor.

NAVIGATION WORK GROUP REPORT, L. Teague. **E. Dohm** continues to work on getting post-dredge survey information from the COE to the pilots faster. A letter is being drafted to establish standardized procedure so that a change in COE administrative personnel doesn't affect the process for notifying the pilots.

UNDERWATER ROCKS WORK GROUP REPORT, L. Cardoza. (1) Since there is no federal interest in the project, **L. Cardoza** recommends that the work group be put in inactive status. He volunteers for the Navigation Work Group and will continue to work with Congressman Miller's office to explore alternative funding. The Chair suspended the Underwater Rocks Work Group, moving the subject to the Navigation Work Group.

FERRY OPERATORS WORK GROUP REPORT, N. Pagan. No report.

PREVENTION THROUGH PEOPLE WORK GROUP, M. Brown. (1) The group has scheduled meetings for January 21, 2004 and February 10, 2004. (2) Last Tuesday, the group met and focused on a definition of channels versus fairways in one or two sentences. The provisions of Rule 9 apply to all channels and fairways. The goal is to make this clear to recreational vessels. All areas of the bay deep enough for commercial vessels to transit are subject to Rule 9 provisions. The Rule 9 brochure and videos are both progressing well.

PORTS FUNDING WORK GROUP, S. Merritt. The group met today, prior to the HSC meeting. Representatives from OSPR and State Lands attended. The intent is to get more involved in federal lobbying for appropriations. **L. Korwatch** will contact other Marine

Exchanges and groups with PORTS to help develop a coordinated effort. **A. Steinbrugge** will work with OSPR to explore possible funding and Boating and Waterways will also look to possible funding. **A. Steinbrugge** has drafted a breakdown of PORTS budget by location and type of sensor which is available to anyone who is interested. The goal is to find interim funding until federal funding becomes available sometime in 2005-2007. The next meeting of the work group is scheduled for 9:00 a.m. at the Port of SF before the February 11, 2004 HSC meeting.

PORTS REPORT, A. Steinbrugge. (1) **A. Steinbrugge** met with **M. Bayer** at Tesoro regarding installation of a side-looking current meter, which will be funded from the CAPE MOHICAN Fund. (2) NOAA is still looking at installing a prototype for the Benicia side-looking meter, subject to CalTrans cooperation. (3) All instruments are working well with a few communications glitches. (4) **L. Korwatch:** The MX has received approval from the trustees of the CAPE MOHICAN Fund to use a portion of the grant money for operation and maintenance of PORTS for the next few months. A long term strategy is still needed.

PUBLIC COMMENT. Capt. Eric Raahauge, Blue and Gold and Bay Link, spoke on behalf of a group of fast ferry captains in attendance, regarding the need for additional licensed personnel in ferry wheelhouses. All captains on the high speed ferries favor this for safety reasons. With increased security levels, the ferry captains have added responsibilities and a lead deckhand doesn't provide adequate manning. The group would like the HSC to form a committee to look at approaching the CG for a mandate. The SF Bay Area is subject to increasing traffic and substantial fog. Former COTP **Harlan Henderson** was approached four years ago to address this. His definition of 'high speed' ferries was 30+ kts. The captains disagreed. **Capt. Burke Beardsley,** captain of high speed Vallejo ferries, concurred with **E. Raahauge,** adding that the bottom line is budget constraints, whereas, safety concerns should prevail. **Capt. Andy Miller** seconded the comments of those speaking before him, adding that it is important to have a mechanism for addressing this issue. The safe speed rule was designed for 15 kt. vessels. There is a lot of new equipment in the SF Bay Area. **G. Stewart:** Manning levels are set by the CG not the state. The local COTP should have an opportunity to look at this issue and report back before the HSC steps in. **J. Swanson:** The issue was addressed at the last HSC meeting by **Cmdr. Boyle.** **P. Cook** pointed out that the information was general. **J. Swanson:** This is a national issue. The Commandant sets policy. Letters received locally have been forwarded to the Commandant. The issue is being monitored and consideration is being given to it. Policy must be uniform across all ports. **A. Miller** disagreed, stating that SF has different conditions, hazards, etc. The fast ferry captains asked for suggestions in how, other than approaching the HSC, they might address this problem. **J. Swanson:** The group should send a letter to the COTP. **Cmdr. Phillips** will assist. **E. Raahauge** would like the high speed captains to have input on the HSC committees, in that there are several issues they are interested in. The Chair encouraged the group to attend meetings of the HSC and work groups and get involved. Representatives of the fast ferry captains will add their names to the HSC mailing list.

M. Bayer: Is there an outreach program for getting information about safety zones around tankers out to the recreational boating community? **J. Swanson:** MSO is working with the CG auxiliary and marinas to get the information out to every boat launch. This is new information and it's getting out, but there's a long way to go. Boating and Waterways is assisting in the effort, with security zones posted on their website as they become available. However, a large

number of recreational boaters don't access the site. Question: Can this information be published in *Latitude 38*? It was suggested that enforcement is one of the best ways to get the word out. **J. Swanson**: The CG has issued letters of warning and can assess civil penalties.

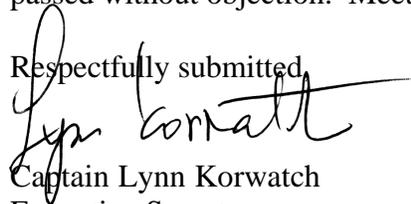
OLD BUSINESS. None.

NEW BUSINESS. L. Korwatch: The deadline for submission to the CG for consideration as the National HSC of the Year is February 11, 2004. A 250-word statement addressing the accomplishments of the SF HSC is required. Anyone good at word-smithing is invited to contact **L. Korwatch** to review the statement and make suggestions.

The next meeting of the HSC will be held on **Wednesday**, February 11, 2004 at 10:00 at the Port of San Francisco.

MOTION by **M. Brown**, seconded by **J. Lundstrom**, to "adjourn the meeting." Motion was passed without objection. Meeting adjourned at 1115.

Respectfully submitted,



Captain Lynn Korwatch
Executive Secretary

**USCG Marine Safety Office San Francisco Bay
Port Operations Statistics
December 2003**

PORT SAFETY:	TOTAL
• SOLAS Interventions/COTP Orders:	08
• Marine Casualty: Allision/Collision (1) Grounding/Sinking (3) Fire (0)	04
• Marine Casualty (Mechanical): Propulsion (1) Steering (0)	01

POLLUTION RESPONSE:	MSO
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Total oil pollution incidents within San Francisco Bay for the month:	15
▪ Source Identification; Discharges and Potential Discharges from:	
Deep Draft Vessels	00
Facilities (includes all non-vessel)	02
Military/Public Vessels	01
Commercial Fishing Vessels	00
Other Commercial Vessels	00
Non-Commercial Vessels (e.g. pleasure craft)	05
Unknown Source (as of the end of the month)	07
▪ Spill Volume:	
Unconfirmed	10
No Spill, Potential Needing Action	02
Spills < 10 gallons	03
Spills 10 to 100 gallons	00
Spills 100 to 1000 gallons	00
Spills > 1000 gallons	00

Significant Cases:

28 Dec 03 - Delta Barge Monarch bidding process underway.

06 Dec - M/V New Horizon Allision with Buoy #1. Amplifying information not releasable due to ongoing investigation.

13 Dec - M/V Cielo Di San Francisco, Crew member departed vessel and did not return prior to ships departure.

31 Dec - T/V Polar California, Capt. of said vessel reported a 16' Pleasure craft had come within 10ft of vessel, disregarding general safety/security zones during transfer operations.

San Francisco Bay Clearinghouse Report For December 2003

San Francisco Bay Region Totals

			2002
Tanker arrivals to San Francisco Bay	46		64
Tank ship movements & escorted barge movements	262		317
Tank ship movements	132	50.38%	198
Escorted tank ship movements	68	25.95%	95
Unescorted tank ship movements	64	24.43%	103
Tank barge movements	130	49.62%	119
Escorted tank barge movements	63	24.05%	60
Unescorted tank barge movements	67	25.57%	59
Percentages above are percent of total tank ship movements & escorted barge movements for each item.			
Escorts reported to OSPR	0		0

Movements by Zone	Zone 1	%	Zone 2	%	Zone 4	%	Zone 6	%	Total	%
Total movements	158		251		0		136		545	
Unescorted movements	74	46.84%	128	51.00%	0	0.00%	71	52.21%	273	50.09%
Tank ships	44	27.85%	64	25.50%	0	0.00%	32	23.53%	140	25.69%
Tank barges	30	18.99%	64	25.50%	0	0.00%	39	28.68%	133	24.40%
Escorted movements	84	53.16%	123	49.00%	0	0.00%	65	47.79%	272	49.91%
Tank ships	45	28.48%	62	24.70%	0	0.00%	30	22.06%	137	25.14%
Tank barges	39	24.68%	61	24.30%	0	0.00%	35	25.74%	135	24.77%

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 2003

San Francisco Bay Region Totals

			<u>2002</u>
Tanker arrivals to San Francisco Bay	754		709
Tank ship movements & escorted barge movements	3,832		3,015
Tank ship movements	2,294	59.86%	1,981
Escorted tank ship movements	1,136	29.65%	996
Unescorted tank ship movements	1,158	30.22%	985
Tank barge movements	1,538	40.14%	1,034
Escorted tank barge movements	824	21.50%	564
Unescorted tank barge movements	714	18.63%	470
Percentages above are percent of total tank ship movements & escorted barge movements for each item.			
Escorts reported to OSPR	2		2

<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	2,379		3,608		1		1,962		7,950	
Unescorted movements	1,103	46.36%	1,779	49.31%	1	100.00%	914	46.59%	3,797	47.76%
Tank ships	752	31.61%	1,129	31.29%	0	0.00%	539	27.47%	2,420	30.44%
Tank barges	351	14.75%	650	18.02%	1	100.00%	375	19.11%	1,377	17.32%
Escorted movements	1,276	53.64%	1,829	50.69%	0	0.00%	1,048	53.41%	4,153	52.24%
Tank ships	753	31.65%	1,075	29.79%	0	0.00%	549	27.98%	2,377	29.90%
Tank barges	523	21.98%	754	20.90%	0	0.00%	499	25.43%	1,776	22.34%

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**

January 8, 2004

1. CORPS 2004 O&M DREDGING PROGRAM

The Corps is analyzing the 2004 budget to determine what we will do on this years dredging program. However, we are still working under a continuing resolution authority since the funding has not been received. Under the continuing resolution authority, we are preparing to execute our annual projects. The actual funds are expected to arrive this week.

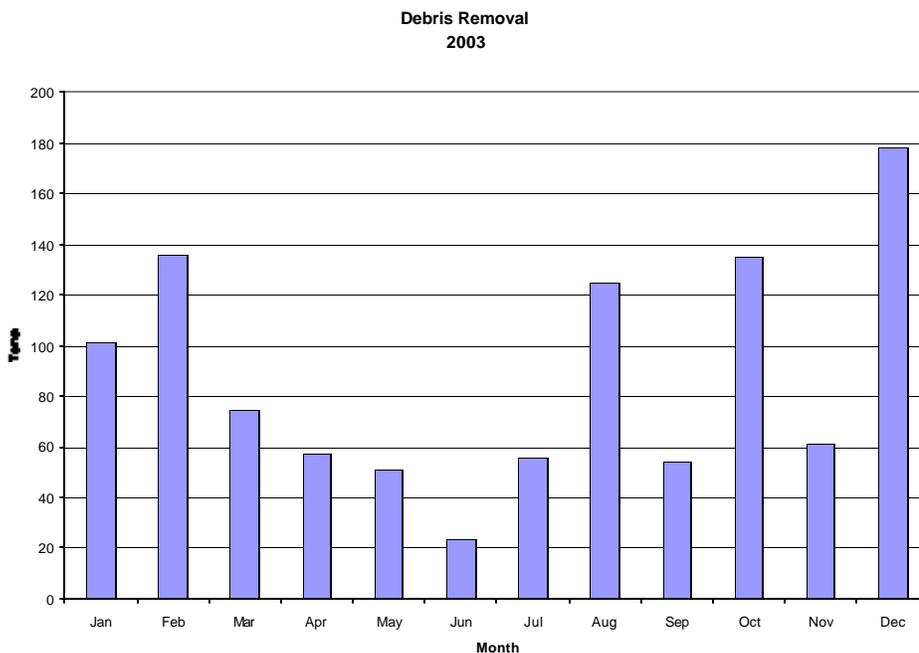
For Oakland Inner and Outer Harbor and Richmond Inner Harbor the Corps plans to combine the two projects into one Indefinite Delivery Indefinite Quantity (IDIQ) dredging contract. This contract will have a base year with two option years. The Corps is working to have this contact awarded by the end of March, the plans and specs have gone out for solicitation and the normal 30 day time period has been extended because of questions from the contactors, which require significant amendments.

- a. **Main Ship Channel** – Expect to start dredging in late May or early June. Government dredge *Essayons* is scheduled to perform the dredging.
- b. **Richmond Outer Harbor and Southampton Shoal** – Expect to start this work in early June. Government dredge *Essayons* is scheduled to perform the dredging. Material is scheduled to go in bay to the Alcatraz Disposal Site (SF-11).
- c. **Richmond Inner Harbor** – Anticipate that the contract will be in place and that dredging should start 1 June. Material is scheduled to go to the Deep Ocean Disposal Site (SF-DODS)
- d. **Oakland Outer and Inner Harbor** – Anticipate that the contract will be in place and that dredging should start 1 August. Material is scheduled to go to SF-DODS.
- e. **Suisun Bay Channel** – Expect to start dredging in early July. Material is scheduled to go to Winter Island or Sherman Island with SF-16 as the back-up disposal alternative. The Bull's Head Reach is scheduled to go to SF-16.
- f. **Petaluma Across the Flats** – Congressional addition to the budget. This project has been deleted from this year dredging program because the condition survey determined that there was not sufficient material to justify dredging this year. The survey only showed minimal shoaling along the toes and that the channel is considered adequate for navigation.

- g. **Pinole Shoals** – Congressional addition to the budget. Funding is not sufficient for project. Project is on a 2-year cycle and was last dredged in FY 03. Project is in the FY 05 Divisional capability budget briefing.
- h. **Redwood City** – Congressional addition to the budget. Only enough funding to start planning for FY 05. Project is in the FY 05 Divisional capability budget briefing.

2. DEBRIS REMOVAL

The total tonnage of debris collected on the San Francisco Bay for December 2003 was 178 tons. This is up from the 61 tons collected in the month of November. There were multiple calls and large hazards to navigation in December. 7.2 foot tides plus 1.3 feet of fresh water run off made for better than 8.5 foot tides. This caused tons of debris to enter the channels. The Raccoon was underway for overtime shifts during the high tides. We recommend using caution during the week of January 19th due to 7.5+ foot high tides.



3. UNDERWAY OR UPCOMING HARBOR IMPROVEMENTS

a. **Oakland 50-ft** –

Construction is continuing. Dredging with the disposal of material at Montezuma Wetlands Restoration site has started. The contract for the demolishing of a building has been let. Corps is in the process of letting the contact for the storm water treatment unit in Middle Harbor. The solicitation for the containment area of the Middle Harbor has gone out and we hope to open the bids the first part of February. We plan to put out the solicitation for the next phase of the Inner Harbor Turning Basin in the May timeframe and the next phase of dredging

with disposal at Montezuma at about the same time. The FY 2004 budget contains 20 million for the Oakland 50 foot project less saving and slippage.

b. S.F. Rock Removal Feasibility Study

The Final Report is complete and the Corps met with the Under Water Rocks Group on December 4, 2003 to furnish them with the Report. The Corps considers this project complete except for the final audit of the funding.

4. EMERGENCY (URGENT & COMPELLING) DREDGING

There has not been any emergency dredging in FY 2004 and the Corps is working hard in its dredging program to try to eliminate the need for emergency dredging. For example, we have been performing advanced maintenance in the Suisun Channel at Bull's Head Reach.

5. OTHER WORK

San Francisco Bay to Stockton

Status unchanged – Project work is continuing.

The San Francisco District is looking at a General Re-evaluation Report (GRR) to deepen the John F. Baldwin Ship and Stockton Deep Water Ship Channels. This would be only 1 or 2 feet. Division has given ok to proceed with study. The Corps signed the Pre-construction Engineering Design agreement with the Port of Stockton on July 11, 2002. This started Phase 1 of the GRR on salinity and economics. The Department of Water Resources has performed model studies in support of the GRR. We have completed the peer review of the salinity model and have finished up the economic analysis. The results of these studies look promising that the Corps can justify a project. Based on these studies the Port wants to continue and the Corps is developing scopes for the full General Re-evaluation Report (GRR) and writing a Project Management Plan. Contra Costa County will now be brought in as a full partner. Corps hopes to have the scopes and agreements in place by the end of January 2004 so we can move forward with the project when we receive funding. We should have approximately \$750,000 less saving and slippage for FY 2004.

Sacramento River Deep Water Ship Channel Deepening

Status unchanged – Project work is continuing.

The San Francisco District has taken over the Sacramento River Deep Water Ship Channel Deepening Project from the Sacramento District. This project is looking to continue the authorized deepening project of the channel from 30 feet to 35 feet. The Corps developed a Project Management Plan (PMP) and the Port concurred to initiate the study in July 2002. We are doing a Limited Re-evaluation Report (LRR) that focuses on economics and updating the environmental documentation. The studies should take approximately 24 months (July 2004). We are continuing to work on this project. We have awarded the contract for the salinity model. We are waiting for funding for sediment testing and for evaluating the disposal sites. The initial

estimate is we will need capacity to dispose of approximately 6.5 million cubic yards of material. Funding is low for this project for FY 2004.

6. UPDATE ON POST DREDGE SURVEYS

The Point of Contact for the industry (Bar Pilots, Ports, Sponsors, etc.) is Steve Chesser , the O & M Dredging Program Manager. His phone number is 415-977-8679. He will assure an e-mail notification will be sent to the SF Bar Pilots when a new survey is posted.

It is our goal to post preliminary results of Corps surveys within a week of completion. This would include condition, predredge and post dredge surveys. It would not include miscellaneous, small spot-check type surveys unless/until they result in a revision to a formal survey. Additionally, on rare occasions, the results might not be posted within a week - if, for example, we have identified that the data appears to make no sense (e.g. there is a 1 foot shift from what is expected).

Sounding data will be evaluated and posted to the nearest foot for information only. Corps of Engineer surveys are not to be utilized for navigation purposes and are considered invalid after 30 days.