

# 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, January 13<sup>th</sup>, 2005

**Joan Lundstrom**, Chair, San Francisco Bay Conservation and Development Commission called the meeting to order at 1005. The secretariat confirmed a quorum of the committee.

The following committee members and alternates were in attendance: Capt. **Michael L. Beatie**, Ferry Operator; **Margot Brown**, National Boating Federation; **Len Cardoza**, Port of Oakland; **Ron Chamberlain**, Port of Benicia; **Sue Cauthen**, San Francisco Tomorrow; **Capt. Fred Henning**; BayDelta Maritime; **Capt. Doug Lathrop**, Chevron Texaco; **Cmdr. Gordon Loebel**, U. S. Coast Guard Marine Safety Office (MSO); **Capt. Robert Pinder**, San Francisco Bar Pilots; **Marina V. Secchitano**, Inland Boatmen's Union; **Capt. Steve Thompson**, National Ocean Service; **Thomas Wilson**, Port of Oakland; **Capt. Marc Bayer**, Tesoro Maritime; **Ern Russell**, Foss Maritime;

Also present were **Margaret Chan**, U. S. Army Corps of Engineers, **Cmdr. Pauline Cook**, U. S. Coast Guard Vessel Traffic Service (VTS); **Capt. Lynn Korwatch**, Marine Exchange of the San Francisco Bay Region (Marine Exchange); **Cmdr. Danny LeBlanc**, MSO; **Al Storm**, California Office of Spill Prevention and Response (OSPR).

The meeting was open to the public.

**Corrections to the minutes of the meeting of December 9<sup>th</sup>, 2004:** **Beatie** should be identified as a Ferry Operator. Page 2, paragraph 2, line 4; should read "Capt. William Uberti will be CO, Sector SF Bay." Page 2, paragraph 3, line 3; should read "Probable causes in include California fuel requirements and maintenance issues." Page 4, line 1; "when the new statute becomes effective..." Page 4, line 7; "Capt. Kip Carlson will be sworn in as temporary alternate at the February HSC meeting." Page 4, line 24; "OSPR can effect a significant reduction..." Page 4, second paragraph, line 7; "established by the legislature to develop a plan..."

It was moved, and seconded, to approve the minutes of the meeting as corrected. The motion passed without discussion.

### Comments by the Chair

**Lundstrom** deferred her comments till later in the meeting.

### Coast Guard Report

**Cmdr. LeBlanc** read from a report, which is attached to these minutes.

**Lundstrom** noted that **Cmdr. LeBlanc's** report included another report of a propulsion failure. **Lundstrom** said that previous Captains of the Port (COTP) had responded proactively to propulsion failures. She said that they had distributed *Safe Transit*

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Program A Guide for Preventing Engine and Steering Failures to all vessels that had suffered a failure. **Lundstrom** noted that the guide was a joint project sponsored by the Marine Exchange, Harbor Safety Committee of the San Francisco Bay Region, MSO, California Department of Fish and Game, and OSPR. **Cmdr. LeBlanc** said that the guide is still handed out.

**Capt. Pinder** asked if the MSO had a system for sharing information on vessel failures with other ports. **Cmdr. LeBlanc** said the Coast Guard would like for that to happen.

**Cmdr. LeBlanc** responded to another question regarding an overturned gravel barge. He said that the MSO was using side scan sonar to get an accurate location of the spilled gravel. In the meantime, VTS was steering vessels away from the general vicinity. **Cmdr. LeBlanc** added that there had been little oil spilled.

**Cmdr. Cook** presented vessel statistics from VTS:

	Nov-04	Dec-04	Change	Dec-03	Change
Public Vessels	178	133	-25%	170	-22%
Tankers	197	221	12%	212	4%
Cargo Vessels	560	591	6%	860	-31%
Tugs with tow	2597	2525	-3%	2560	-1%
Ferries	6235	6229	0%	6516	-4%
Miscellaneous	304	532	75%	297	79%
PAX Vessels	108	50	-54%	65	-23%
Total	10,179	10,281	1%	10,680	-4%

**Cmdr. Cook** went on to say that the Automated Information System (AIS) had been up and running since December 20<sup>th</sup> 2004. She said that the bulk of start up problems had to do with incorrectly entered mobile maritime satellite ID's (MMSI) and poor positioning of the GPS equipment on the vessels. **Cmdr. Cook** said that things are getting better as technicians and users become more familiar with the equipment.

**Cmdr. Cook** said that the International Maritime Organization (IMO) had strongly condemned the easy availability of AIS data in December 2004. AIS data from Houston is currently live on the internet and there is no legal grounds to keep that from happening in Houston or anywhere else. **Cmdr. Cook** said that Coast Guard Headquarters understands the security risk and the concerns of the community. She said that it is Headquarters' opinion that the Federal Communications Commission has jurisdiction.

**Cmdr. Cook** said that VTS shares the data with the Exchange, and others, under a Freedom of Information Act request. She said that the Coast Guard does not freely put the data onto the internet.

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**Cmdr. Cook** said that the U. S. Navy would turn on AIS in U. S. ports where it would enhance safety. The Navy will turn off AIS wherever it would be a security risk.

**Cmdr. Cook** said that the Aids to Navigation Group for the Carquinez and Suisun Bay region were looking for comments and suggestions by the end of January. The speed limit for the Bay will be covered in the next *Local Notice to Mariners*. The VTS and the Navigation Workgroup of the Harbor Safety Committee (HSC) are working with the Pilots and Marine Exchange to create a common naming system for terminals, berths, and other facilities in the region.

## Comments from the Chair

At this point in the meeting **Lundstrom** announced that the Governor's reorganization plan for the state would do away with the Board of California Pilot Commissioners. She said that a full treatment of the issue would be on the February agenda. **Lundstrom** introduced **Raymond Paetzold**, Board Counsel for the Board of Pilot Commissioners for the Bays of San Francisco, San Pablo and Suisun; to brief the committee on the situation.

**Paetzold** said that the Little Hoover Commission, in a letter to the Governor, had recommended that the Board be eliminated and that its functions be taken over by the Department of Consumer Affairs. He added that the Board was in danger of losing its quorum if the Governor did not make appointments to fill expiring terms. "**Lundstrom** asked **Paetzold** to invite **Capt. Patrick Moloney**, Executive Director of the Board; to speak at our next meeting. **Lundstrom** said that **Capt. Moloney** would be put on the agenda.

## Clearinghouse Report

**Steinbrugge** read from a report, which is attached to these minutes. **Steinbrugge** added that the *Safe Transit Program* guide is attached to all inspection reports distributed by the State Lands Commission.

## OSPR Report

**Lundstrom**, and **Capt. Marc Bayer**, Tanker or Marine Oil Terminal Operators; were sworn to new terms on the HSC by **Storm**.

**Storm** announced that the HSC is now officially operating under new regulations -- as previously discussed and recorded in the minutes of the HSC. **Storm** said it was now possible for OSPR to formally appoint all those alternates to the HSC that had previously been appointed by **Lundstrom** and **Capt. Grant Stewart**, immediate past Chair of the HSC. **Storm** invited them all to attend the February meeting of the HSC to be sworn. **Storm** added that OSPR is still looking for someone to represent the commercial fishing and dry cargo communities.

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**Storm** said that OSPR will present a certificate of appreciation to Fran Black, San Francisco Bar Pilots, at the February meeting of the HSC to recognize her efforts as taker of the minutes since the committee began.

## **National Oceanic and Atmospheric Administration (NOAA) Report**

**Capt. Thompson** announced two new charts for the Suisun Bay and Candlestick point areas.

**Capt. Thompson** gave a brief presentation on the National Tsunami Hazard Mitigation Program, a project of NOAA's. He briefly described the location of the sensors and how they work. **Capt. Thompson** said that in the event of tsunami threatening U. S. waters, would spread the alert through NOAA's hazard alert radio system. He said that a tsunami caused by an Alaska earthquake would reach Hawaii within three or four hours, and the coast of California within 6 hours.

**Capt. Thompson** said that the National Weather Service offers a certification program to determine whether communities are "storm ready" or "tsunami ready." To qualify for certification they must meet standards of community education, planning, and a communications and monitoring infrastructure. **Capt. Thompson** said that in our region Contra Costa County, Santa Cruz County, and the city of Napa are "storm ready." Crescent City and UC Santa Barbara are the only communities to be certified "tsunami ready."

**Capt. Thompson** reported that the region continues to be under the influence of a weak El Niño current pattern. The weather will be slightly wetter and slightly warmer.

## **U. S. Army Corps of Engineers Report (COE)**

**Chang** read from a report, which is attached to these minutes.

**Pinder** announced that the COE's plans to dredge the Oakland channel to fifty feet will be on the agenda of the Navigation Workgroup of the HSC. Topics to be discussed will include the impact on traffic patterns and aids to navigation.

**Cardozza** announced that Lt. Amy Mars is the contact person on this project for the COE.

## **State Lands Commission Report**

**Leverich** announced that the Commission had escaped the first round of cuts under the Governor's California Performance review.

**Leverich** said that the Commission had monitored 255 transfers for the month and that 33.6 million barrels of oil had been moved.

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## **Letter in Support of COE Debris Removal Boats**

**Lundstrom** said that it was unknown at this time whether the President's budget includes COE funds for the drift removal program. **Beatie** said that he had information that the situation might be changing. He advised the HSC to avoid drafting a letter till the situation became clearer. **Lundstrom** tabled discussion till February.

## **Plan Update Workgroup**

Lundstrom announced a 0930 meeting for Friday, January 14<sup>th</sup>, 2005.

## **Tug Escort Workgroup**

**Capt. Henning** announced that **Bluewater Networks**, an environmental organization, was calling on the state legislature to mandate tug escort for chemical tankers.

**Lundstrom** noted that the HSC had been following this issue for years. In the past, the HSC has advised against escort for chemical tankers for various reasons. First is the issue of defining which of the many products or quantities would warrant an escort. Second, all chemical tankers carrying oil are already escorted. Third, the COTP can order a chemical tanker to be escorted if there is potential hazard from the cargo.

## **Navigation Work Group**

**Capt. Pinder** expanded on **Cmdr. Cook's** comments on the dock-naming project. He said that many docks are known by the names of the companies that own them. He described how the docks change hands over the years while the companies change names or go out of business. The workgroup is working with VTS to come up with a better system. **Capt. Pinder** announced that the committee would be meeting after the HSC adjourned. He said they are still looking for suggestions.

## **Ferry Operations Workgroup**

**Beatie** announced that ferry staffing issue would be on the agenda for the next meeting Wednesday, January 26<sup>th</sup>, 0900 at the State Lands Building. He said the Water Transit Authority would attend.

**Beattie** said that the workgroup would listen to a VTS tape recording of bridge to bridge communication between the ferries Solano and Del Norte as they nearly collided in dense fog the morning of December 10<sup>th</sup> 2004. **Beattie** added that this was the tenth incident since high-speed ferries had come to the region.

**Beatie** said the workgroup should look at recommending two licensed operators for each ferry. He said the current duties and responsibilities of the single licensed operator can take that person away from the radio at important moments.

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## **Prevention Through People Workgroup**

**Brown** announced that the workgroup would meet at the State Lands Offices January 24<sup>th</sup> at 1300 to discuss plans for a meeting with Capt. McFarland, national head of the Physical Oceanographic Real-Time System (PORTS) program, on February 11<sup>th</sup> at the Port of Oakland.

**Brown** announced that the workgroup was sponsoring an event on paddle-sport safety at Fort Mason on February 16<sup>th</sup> from 1000 to 1200. An effort is being made to get the invitation out to dealers, renters, users, and everyone else with an interest in safety.

**Brown** reported that the video *Sharing the Bay* and the brochure *Rules 9 & 5* continue to be very popular. She said that it is not routinely distributed to other HSC in the state. Brown said that 3 copies each of the video and CD had been sent to the Humboldt HSC and that the San Diego HSC was also seeking copies. **Storm** said that there were about 150 copies each of the video and CD and that there was no more money in the budget for additional copies.

## **PORTS Report**

**Steinbrugge** reported that final approval of the platform for the new Martinez/Benicia current sensor should happen in February.

## **Old Business**

**Lundstrom** asked **Capt. Lathrop** to report on an incident at the Southern Pacific Rail Bridge on December 12<sup>th</sup>. **Capt. Lathrop** said that on that day the Bridge had been unable to comply with a request to open for a down-bound vessel. He said the vessel was able to anchor safely. The cause of the problem was a blown circuit breaker in the railway bridge control system which could not readily be found by the operator. **Lundstrom** added that the Pilot Commission was also investigating the incident.

## **Public Comment**

**Lundstrom** noted that she had inadvertently skipped this item on the agenda. She invited public comment but there was none.

## **New Business**

**Capt. Korwatch** announced a number of future meetings of interest to those assembled. On January 19<sup>th</sup> the Area Maritime Security committee was to meet at the port of Oakland to discuss a new communications system called HomePort.

On January 27<sup>th</sup> the Northern California Marine Transportation System Advisory Council was to meet at the Port of Oakland to discuss state maritime policy and inter-modal transportation.

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**Capt. Korwatch** reminded everyone of the National Harbor Safety Committee meeting coming up Sunday, April 17<sup>th</sup> through Wednesday April 20<sup>th</sup> at the Hyatt Regency Long Beach.

**Capt. Korwatch** announced that **Mary Culnane**, of the Water Transit Authority had been appointed to the National Maritime Security Committee by Tom Ridge, Director of the Department of Homeland Security. **Storm** said that **Ted Mar**, of OSPR, had also been appointed to the committee.

## **Next Meeting**

Lundstrom announced that the next meeting of the HSC would be at 1000, Thursday February 10<sup>th</sup> at the Port of San Francisco

## **Adjournment**

At 1137, a motion to adjourn was made and seconded. There was no discussion. The motion passed without dissent.

Respectfully submitted,



Captain Lynn Korwatch  
Executive Secretary

# USCG MARINE SAFETY OFFICE SAN FRANCISCO BAY

## PORT OPERATIONS - (HSC) STATISTICS

December-04

### PORT SAFETY CATEGORIES

1. Total Number of Port State Control Detentions for period:

SOLAS (0), MARPOL (0), ISM (0)

2. Total Number of COTP Orders for the period: (Note: 5 for SF HSC, 1 for Humboldt; 6 total)

3. Marine Casualties w/in SF Bay: Allison/Collision (2), Grounding/Sinking (1), Fire (1)

Steering (0), Propulsion (4)

4. Total Number of routine Navigation Safety related issues / Letters of Deviation

Radar (3), Steering (0), Gyro (1), Echo sounder (0)

5. General Port Safety Cases:

6. Rule 9 Violations or Navigational Rule Violations within SF Bay

7. Significant Waterways Issues: (F/V DOROTHY L)

8. Marine Safety Information Broadcasts (MSIBs): "AIS"

9. Total number of Harbor Patrols / Total number of Critical Infrastructure sites visited:

Total Port Safety Cases opened for the period:

### MARINE POLLUTION RESPONSE

Total Oil/Hazmat Pollution Incidents within San Francisco Bay for Period

Total number of Marine Environmental Response (MER) Harbor Marina visits within SF Bay

\* Source Identification (Discharges and potential Discharges):

Deep Draft Commercial Vessels

Facilities (includes all non-vessel discharges)

Military/Public Vessels

Commercial Fishing Vessels

Other Commercial Vessels

Non-Commercial Vessels (e.g. recreational vessels)

Unknown Source (as of end of the period)

Storm Drain Runoff / Vehicle (vehicle accident)

\*Spill Information

Unconfirmed

No Spill (Potential Needing Possible USCG Action)

Pollution Cases Requiring Clean-up

Federally Funded Clean-up Cases (OSLTF-0 / CERCLA-0)

Total Oil Discharge and Hazardous Materials Release Volumes:

1. Spills < 10 gallons

2. Spills 10 - 100 gallons

3. Spills 100 - 1000 gallons

4. Spills > 1000 gallons

Total Oil Discharge and/or Hazardous Material release volumes (And by vessel type):

1. Estimated spill amount from deep draft vessels:

2. Estimated spill amount from commercial vessels:

2. Estimated spill amount from recreational vessels:

3. Estimated spill amount from facilities / shoreside point discharge:

3. Estimated spill amount from unknown sources:

PENALTY ACTION:

Marine Violation (MV) Cases for Period

Notice of Violations (TKs)

Letters of Warning

## SIGNIFICANT PORT SAFETY & SECURITY (PSS) CASES:

1. **COTP Order:** T/V FOUR MOON (ITALY), 01DEC04, was issued COTP Order 04-103 for the inbound oil tank vessel that suffered a casualty to the main engine turbo charger. Vessel remained fully maneuverable. COTP Order required a precautionary 2 tug escort to Anch. 9 and verification of repairs prior to departure from SF Bay. Vessel made all proper repairs and the Classification Society verified engine operating properly. COTP Order was rescinded.

2. **Navigation Deficiency:** M/V KAVO PORTLAND (PANAMA), 09DEC04, was issued a Letter of Deviation (LOD) that allowed the bulk cement carrier to enter port without a properly operating S & X band radars. This vessel is one of 4 LOD cases in December (3 radar, 1 gyro compass). In this case, an LOD was granted allowing them to enter SF Bay with 2 nm visibility & favorable weather reports over the entire route, a 1 tug escort (with proper bollard strength) and the requirement to effect repairs within Anchorage 9 prior to completing voyage to Port of Redwood City. Vessel was unable to complete both repairs prior to departure. NPOC was Vancouver where a new radar system will be installed. Vessel was granted an outbound LOD upon verification of initial repairs. Final repairs to be completed at the NPOC.

3. **Marine Casualty: Loss of Propulsion.** M/V HYUNDAI REPUBLIC (United Kingdom), 11DEC04: The outbound container ship experienced a temporary loss of propulsion as it departed the pier in Oakland. The vessel had 2 tugs alongside and regained full power. The cause of the loss of power was attributed to a worn fuel valve which was instantly replaced. Pilot was comfortable with the repairs, and vessel allowed to proceed to the NPOC, Korea. A CG 2692 will be completed and sent to the MSO. Final investigation to be completed.

4. **COTP Order:** F/V DOROTHY L (US), 15DEC04, was issued COTP Order 04-105 to an anchored 28' former commercial fishing vessel requiring vessel to move from current position. Vessel was located in the turning basin in the vicinity of the San Francisco Drydock. The vessel was anchored in a non-anchored location. The vessel moved which safely allowed a deep draft ship to safely enter the dry dock. The COTP Order was rescinded once the 28' F/V moved. Additional issues were raised in regards to numerous small vessels anchored adjacent to city wharfs and piers throughout SF Bay outside of designated anchorage areas.

5. **COTP Order:** M/V STAR DOVER (NORWAY), 15DEC04, was issued COTP Order 04-106 requiring 2 tug escort and verification of repairs prior to arriving in SF Bay. The vessel suffered a main engine casualty offshore, attributed to the air start valve, and anchored 4 nm south of the Sea Buoy. Initial repairs were made at Anchorage 8 and verified by Classification Society. Vessel allowed to shift from anchorage to Oakland. All repairs were completed and the Classification Society verified engine operating properly. COTP Order was rescinded. A CG2692 and investigation will be completed.

6. **Marine Casualty:** TUG SAN JOAQUIN RIVER (US), 16DEC04, Tug allided with the Stockton Deep Water Channel Light #9 (vicinity of Medford Island, San Joaquin River) while pushing a barge at night. Light was partially submerged. A temporary light was established. Case remains under investigation.

## SIGNIFICANT MARINE ENVIRONMENTAL RESPONSE (MER) CASES:

1. 27DEC04: Marine Environmental Response Branch responded to a reported 125 gallon diesel fuel spill at the Port of Sacramento. The Tug LOUIE sank while at berth and discharged fuel from a 500 gallon potential tank. The location was boomed off to contain the fuel and engine oil discharge sheen. Divers were contracted to plug all tank vents to minimize discharge. 400 gallons were estimated discharged. The vessel was raised and initial investigation into the cause continues.

## SIGNIFICANT PORT SAFETY INFORMATION or EXERCISES

1. **Marine Safety/Security Information Bulletin 04-26 (29DEC04):** "Automatic Identification System (AIS) Requirements": MSIB provides information on vessel carriage requirements due to new regulations of 31 DEC 04. The rules will impact certain small passenger vessels, towing vessels, offshore supply vessels and other commercial vessels, both inspected and uninspected, navigating the San Francisco Bay Region Vessel Traffic Service (VTS) Area. Failure to comply with the AIS regulations are handled on a case by case basis.

2. **Port of San Francisco Terrorism Exercise (07DEC04):** The Coast Guard, and other State, local, and Federal agencies participated in the Port of San Francisco's terrorism exercise involving a simulated hijacking of a SF Bay ferry. The exercise lasted throughout the morning and achieved successful communication and response goals.

## ADDITIONAL SAFETY RELATED CASES AND/OR CASE FOLLOW-UP

1. 13DEC04: USS BATTLE POINT, 186' special research vessel, assisted with the search for the sunken F/V MARIAN ANN off the coast of Eureka. USCG personnel were onboard to assist with locating the missing commercial fishing vessel. The missing fishing vessel was located with the use of sonar and a remote operating vehicle (ROV). The vessel was located in 2100 feet of water. The cause of the sinking remains under investigation.

### \*RECENT: PORT SAFETY CASES FOR JANUARY

1. Vessel Collision, Suisun Bay (03JAN05): A 14' recreational vessel carrying 2 duck hunters collided with a 60' commercial water taxi next to the Benicia Martinez Bridge around 0645 in the morning. One member of the recreational boat died. The cause of the death and the collision remains under investigation.

2. Hazard to Navigation (09JAN05): Barge used for the Oakland Bay Bridge Project broke free from mooring. Barge drifted from Anch 6 on a NW course towards Angel Island, between Treasure Island and Berkeley Pier ruins. Within 1 hour the barge was corralled by Westar and returned to the mooring. Tides and weather were the cause of the broken mooring. Situation could have been worse if the event did not occur during the break between the storms.

2. Hazard to Navigation (10JAN05): Foss Maritime Gravel Barge capsized in the southern portion of Anchorage 9. 3200 short tons of gravel, one bob-cat, and one excavator was lost as the barge capsized. ACOE surveyed area for shallow spots and responsible party has moved the capsized barge and will recover lost equipment.

<b>TOTAL</b>
<b>0</b>
*****
<b>5</b>
<b>8</b>
*****
<b>4</b>
*****
<b>3</b>
<b>0</b>
<b>1</b>
<b>1</b>
<b>133 / 66</b>
<b>15</b>

<b>TOTAL</b>
<b>19</b>
<b>45</b>
*****
<b>0</b>
<b>2</b>
<b>1</b>
<b>1</b>
<b>3</b>
<b>3</b>
<b>8</b>
<b>1</b>
<b>9</b>
<b>1</b>
<b>9</b>
<b>0</b>
<b>7</b>
<b>1</b>
<b>1</b>
<b>0</b>
<b>465 gls.</b>
<b>0</b>
409gls.
6 gls.
50 gls.
<b>0</b>
<b>0</b>
<b>2</b>
<b>6</b>

# San Francisco Bay Clearinghouse Report For December 2004

## San Francisco Bay Region Totals

			<u>2003</u>
Tanker arrivals to San Francisco Bay	58		46
Tank ship movements & escorted barge movements	321		262
Tank ship movements	180	56.07%	132
Escorted tank ship movements	88	27.41%	68
Unescorted tank ship movements	92	28.66%	64
Tank barge movements	141	43.93%	130
Escorted tank barge movements	79	24.61%	63
Unescorted tank barge movements	62	19.31%	67
Percentages above are percent of total tank ship movements & escorted barge movements for each item.			
Escorts reported to OSPR	3		0

<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	200		302		0		146		648	
Unescorted movements	89	44.50%	149	49.34%	0	0.00%	62	42.47%	300	46.30%
Tank ships	60	30.00%	92	30.46%	0	0.00%	33	22.60%	185	28.55%
Tank barges	29	14.50%	57	18.87%	0	0.00%	29	19.86%	115	17.75%
Escorted movements	111	55.50%	153	50.66%	0	0.00%	84	57.53%	348	53.70%
Tank ships	62	31.00%	84	27.81%	0	0.00%	35	23.97%	181	27.93%
Tank barges	49	24.50%	69	22.85%	0	0.00%	49	33.56%	167	25.77%

### 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 2004

## San Francisco Bay Region Totals

			<u>2003</u>
Tanker arrivals to San Francisco Bay	760		686
Tank ship movements & escorted barge movements	3,559		3,481
Tank ship movements	2,070	58.16%	2,077
Escorted tank ship movements	1,016	28.55%	1,026
Unescorted tank ship movements	1,054	29.62%	1,051
Tank barge movements	1,489	41.84%	1,404
Escorted tank barge movements	772	21.69%	757
Unescorted tank barge movements	717	20.15%	647
Percentages above are percent of total tank ship movements & escorted barge movements for each item.			
Escorts reported to OSPR	24		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	2,298		3,398		0		1,694		7,390	
Unescorted movements	1,056	45.95%	1,722	50.68%	0	0.00%	801	47.28%	3,579	48.43%
Tank ships	702	30.55%	1,046	30.78%	0	0.00%	425	25.09%	2,173	29.40%
Tank barges	354	15.40%	676	19.89%	0	0.00%	376	22.20%	1,406	19.03%
Escorted movements	1,242	54.05%	1,676	49.32%	0	0.00%	893	52.72%	3,811	51.57%
Tank ships	714	31.07%	968	28.49%	0	0.00%	439	25.91%	2,121	28.70%
Tank barges	528	22.98%	708	20.84%	0	0.00%	454	26.80%	1,690	22.87%

### Notes:

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4. Total movements is the total of all unescorted movements and all escorted movements.

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**Report of the  
U.S. Army Corps of Engineers, San Francisco District**

**January 13, 2005**

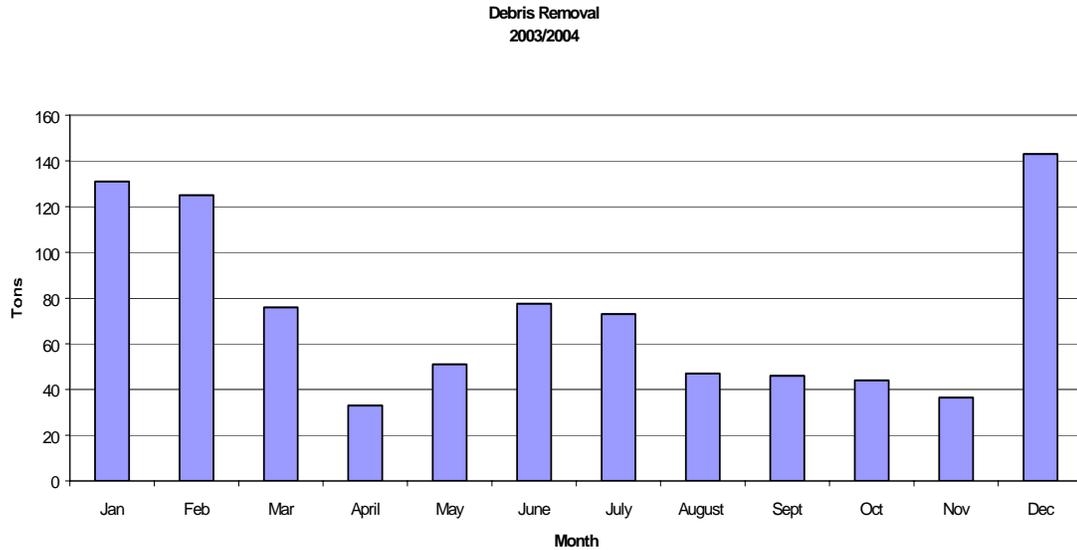
**1. CORPS 2005 O&M DREDGING PROGRAM**

The Corps just received its' FY 2005 budget figures. We are in the process of reviewing the FY 05 budget to determine what can be accomplished with the funding and what can be done on any congressional additions to the budget. This review is being made on a District wide level.

- a. **Main Ship Channel** – Project is scheduled to be accomplished by the Government Dredge “Essayons”. Dredged material disposal will be at SF-8. Anticipated start date is end of May.
- b. **Richmond Outer Harbor and Southampton Shoal** – Project is scheduled to be accomplished by the Government Dredge “Essayons”. Dredge material disposal is scheduled for in bay at the Alcatraz Dredged Material Disposal Site (SF-11). Work is anticipated to start the first part of June.
- c. **Richmond Inner Harbor** – Corps has contract in place with Great Lakes Dredging with an option that the Corps could exercise to do this years dredging. Anticipate that the dredged material will be disposed of at the ocean disposal site. Dredging window opens June 1, 2005.
- d. **Oakland Outer and Inner Harbor** – Corps has contract in place with Great Lakes Dredging with an option that the Corps could exercise to do this years dredging. Anticipate that the dredged material will be disposed of at the ocean disposal site. Dredging window opens August 1, 2005.
- e. **Suisun Bay Channel** – Need to advertise for a new dredging contract this year. Dredging window opens June 1, 2005.

## 2. DEBRIS REMOVAL

The total tonnage of debris collected on the San Francisco Bay for December 2004 was 143 tons. This is 106 tons greater than the 37 tons collected in the month of November 2004.



## 3. UNDERWAY OR UPCOMING HARBOR IMPROVEMENTS

### a. Oakland 50-ft –

The project goals are to get the Outer Harbor down to 46 feet first, then to get the Inner Harbor down to 46 feet. After the 46 foot depth is achieved, then we will take the project down to the 50-foot depth. By phasing the project in this way the project sponsor will get a greater utilization until the 50-foot depth is achieved. The Corps will receive approximately 27.5 million dollars in this year's budget less savings and slippage. The Corps is in the process of reviewing the budget since the budget figures have just been released. The Corps has three contracts underway. The first contract is for the containment structure for middle harbor. The driving of sheet piling for the middle harbor containment structure is well under way and this contract is scheduled to complete shortly. The second one was the dredging contact. It combined the dredging of the Outer Harbor to an interim depth of 46 feet and the Inner Harbor to an interim depth of 46 feet. Installation of the infrastructure to support the electric dredge required by the contract is complete. The dredge has been converted from diesel to electric and the dredging has started with the material going to the Montezuma Wetlands Restoration Project. The third contract is a marine construction contract for the last phase on the Inner Harbor Turning Basin. However, the actual work has not started on this contract. One issue with these contracts is that the Corps does not have sufficient Federal funds to support them. The Port of Oakland, the project sponsor, will fund these contracts. Congress has approved the sponsor funding these contracts and therefore we need to amend the Project Cooperation Agreement (PCA) between the Port and the Corps.

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

There was no 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, in FY 2004 we have continued to perform advanced maintenance in the Suisun Channel at Bull's Head Reach.

#### **5. OTHER WORK**

##### **San Francisco Bay to Stockton – Status Unchanged**

##### **Project continues to move forward**

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 has finalized the scope for the full General Re-evaluation Report (GRR) and we have completed the Project Management Plan. The Project Management Plan and the Design Agreement were approved by the Port of Stockton's Board on April 5, 2004. Contra Costa County has existing agreement in place with the Port of Stockton that they can utilize for this project. The goal is to complete the GRR by 2007. The San Francisco District has brought in the Corps Engineer Research and Development Center (ERDC) to address the issue of no return water from a dredge material disposal site that is being required by the Central Valley Regional Water Quality Control Board. Corps has awarded contracts for a hydrographic survey and a salinity study.

##### **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. 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. In reviewing the project we have had to reestablish the channel location and the review shows that some portions of the channel were never built to the required specifications. The San Francisco District has brought in the Corps Engineer Research and Development Center (ERDC) to address the issue of no return water from a dredge material disposal site that is being required by the Central Valley Regional Water Quality Control Board. We have developed a sampling and analysis plan (SAP) for sediment testing and it has been submitted to the Central Valley

Regional Water Quality Control Board for review and approval. We are preparing to do mapping of this project next year. This is scheduled to happen when the vegetation dies down.

**Address of Corps' web site for completed hydrographic surveys**

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

**Update on the video "Sharing the Bay". Chris Gallagher of the Bay Model has incorporated it into the Water Safety Exhibit and it is now playing.**