

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 11th, 2007

Port of Richmond Harbormaster's Office, 1340 Marina Way South, Richmond 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 1000. **Alan Steinbrugge**, Marine Exchange of the San Francisco Bay Region (Marine Exchange); confirmed a quorum of the HSC.

The following committee members (M) and alternates (A) were in attendance: **Capt. Esam Amso** (A), Valero Refining Company; **Capt. Pete Bonebakker** (M), ConocoPhillips; **Margot Brown** (M), National Boating Federation; **Len Cardoza** (M), Port of Oakland **Sue Cauthen** (M), San Francisco Tomorrow; **Ron Chamberlain**, Port of Benicia; **Capt. Fred Henning**, Baydelta Maritime, **Cmdr. Gordon Loebel** (A), United States Coast Guard (USCG); **Pat Murphy**, Blue & Gold Fleet (M); **Richard Nagasaki**, Chevron Texaco (A); **Capt. Robert Pinder** (M), San Francisco Bar Pilots (Bar Pilots); **Denise Turner** (A), Port of San Francisco; **Gerry Wheaton** (M), National Oceanic and Atmospheric Administration (NOAA); **Tom Wilson** (M), Port of Richmond.

Also present were **Chris Beckwith**, California State Lands Commission (State Lands); **Mike Coyne**, California Office of Spill Prevention and Response, (OSPR); **Norman Fassler-Katz**, California State Senate Transportation Committee; **Rick Holly**, OSPR; **Capt. Lynn Korwatch**, Marine Exchange; **LtCmdr. Kevin Mohr**, USCG; **Capt. Gary Toledo**, OSPR.

The meeting was open to the public.

Approval of the Minutes

There were corrections to the minutes of November 9th, 2006:

- **Cardoza** was in attendance at the November meeting.
- On page four, the second sentence of the final bullet on the page, substitute the verb *rode* for the noun *road*.

Comments by the Chair – Lundstrom

- At the 9th Annual Harbor Safety Committee Conference in Chicago, **Brown** will chair the session on safety on the navigation waterways. **Brown** will be acting in her capacity as Executive Director of the National Boating Federation.
- On December 14th, 2006, representatives from the state HSC's, OSPR, Coast Guard, and other interested parties met to discuss permanent funding for a state-wide Physical Oceanographic Real Time System (PORTS). **Mike Szabados**, NOAA Ocean Service Center for Operational Oceanographic Products and

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Services, applauded the efforts of the group to create the first state-wide ports system in the country.

Lundstrom thanked **Steinbrugge** and **Linda Scourtis (A)**, BCDC; for their planning and coordination of the meeting.

- The Navigation Work Group will be meeting with staff from the California Air Resources Board (CARB) early in 2007 to provide early review and input on the safety impact of CARB's future regulatory agenda. CARB is open to this input based on their previous dealing with the HSC. **Capt. Pinder**, chair of the work group, will announce the date of the meeting when it is set. All meetings are open to the public.

Coast Guard Report – Cmdr. Loebel

Capt. William J. Uberti (M), USCG; was out on a levee tour that day. The tour was the second of three, and included local stakeholders, responders, and levy experts. Anyone that was interested in taking the February tour could contact **Cmdr. Loebel**.

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

There were questions and comments:

Cauthen asked how the Coast Guard tracked repeat offenders such as the *Warrior*, that suffered a loss of propulsion and was later found to have cracks in her deck. **LtCmdr. Mohr** said that each case was handled according to its nature and that broken equipment was not an offense. **Cauthen** recommended that the Coast Guard keep an eye on the history of companies with problems.

Cmdr. Loebel reported:

- A federal grand jury indicted the Chief Engineer and the Chief Mate of the *Captain X. Kyriakou* for allegedly tampering with pollution control equipment, destroying evidence, and other counts. The Coast Guard is cooperating with the US Attorney's office and the Environmental Protection Agency on the case.
- The crew of the aforementioned *Warrior* was detained in this country pending an investigation on several counts, including criminal negligence and illegal discharges of oil and garbage. **Cmdr. Loebel** responded to two questions about the *Warrior*: He thought the cargo was cement. He would find out the name of ships owner.
- The final rule on the Transportation Worker Identity Card was published January 1st on the web site of the Transportation Safety Administration. The rules run to 469 pages, in part, because they were required to respond to all questions and issues raised during the public comment period. The rule becomes effective sixty days after publication and will be enforced twenty months after publication. The program would be rolled out by Captain of the Port Zone. No date was known for our region.
- Bay Area ports qualified for \$11.2 million in the next round of Port Security Grants. Bay Area ports have been designated a Tier 1 risk, the highest level. The Coast Guard would sponsor a grant application and education workshop on January 19th with the Department of Homeland Security.

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Clearinghouse Report – Steinbrugge

Steinbrugge read from a report attached to the minutes.

OSPR Report – Coyne

- Coyne has been reassigned to the Southern California HSC. He thanked the HSC for the pleasure of working with them. Coyne introduced Capt. Toledo as the new OSPR representative to the HSC.

Capt. Toledo reported:

- OSPR is in the early stages of building a database of vessels of risk. The plan is to create a proactive boarding and inspection system rather than a reactive or random boarding and inspection system.

There were questions and comments about the report:

Lundstrom said that the issue of boarding and inspection had been of great interest to the HSC in the past. Holly said the process of application would be very open. They hope for fewer boardings. Cmdr. Loebel invited OSPR to get in touch with the Coast Guard, since they are a little further along with the same kind of application.

Lundstrom said that at the last meeting she had requested a report on escort violations. Capt. Toledo reported:

- From 2004 to 2006 there had been thirty-three failures to notify, fifty-six failures to pay clearinghouse fees, and one hundred twenty-nine training violations.
- One company was responsible for eleven of the failures to notify and all of the other violations – and all of those violations were from 2004 and 2005.
- Of the remaining failures to notify, seven were from 2004, nine from were from 2005, and six were from 2006.

Lundstrom thanked Capt. Toledo for his report. She said that in the past, the HSC had become concerned about the growing backlog of cases and that OSPR was not notifying companies of potential violations in a timely manner.

NOAA Report – Wheaton

- They are working on improvements to two charts in the Sacramento area thanks to a request from the Bar Pilots.

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Army Corp of Engineers (COE) Report – Lundstrom

- **Robert Lawrence** (M), COE; was unable to attend. He will submit a written report.

State Lands Commission Report – Beckwith

- There were two hundred fifty-three transfers during December, down forty-two from the previous month. Forty-three percent of the transfers were monitored.
- Thirty-five million barrels of product moved in December, an increase of five hundred sixty-one thousand over the previous month.

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

- His report is attached to these minutes.

There were questions and comments:

- WTA is ordering two boats, one of which will be a spare.
- Their first run will be between Oakland and South San Francisco to serve the commuter demand of the bio-tech industry.

Managing the Growth of California Maritime Ports – Norman Fassler-Katz

An Adobe Acrobat version of Norman-Katz's report, *Growth of California Ports: Opportunities and Challenges*, is available at <http://www.mtsnac.org/library.asp>

Wheaton said that a report like that which was given could be useful to convince inland legislators about the importance of maritime infrastructure to their constituents.

Lundstrom said that when the final report comes out in February, there will be an item on the agenda for discussion of whether or how the HSC should respond

Tug Escort Work Group – Capt. Henning

There was nothing to report

Navigation Work Group – Capt. Pinder

There was nothing to report.

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Ferry Operations Work Group – Turner

There was nothing to report.

Prevention Though People Work Group – Brown

- Zebra mussels have been discovered at Lake Mead. This is the first time they have been found west of the Rockies. Please spread the word that all should be careful to wash their boats and trailers to prevent the transfer of invasive species.
- There has been a great increase of awareness and cooperation on the issue of safe cargo operations on vessels while tugs and barges are along side. There have been requests from other West Coast HSC's to see the work that has been created since the work group took up the issue.

Lundstrom said the HSC could prepare a letter that would lay out the background of the issue and what the work group had done so far. **Lundstrom** asked if any representatives from labor unions had attended any of the work group meetings. **Brown** said that none had attended so far.

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

Capt. Amso had no report.

Lundstrom reported on the December 14th PORTS meeting held by the states HSC's and interested parties:

- The goal of the meeting was to get an accurate sense of the cost of the system, develop funding legislation, and identify sponsors and supporters of the legislation.
- NOAA would provide the technical specifications and maintenance of the system would be administered by OSPR.
- All agreed that the user base for PORTS is broad enough to make the case that it should be funded out of general revenue rather than by other means such as user fees or spill trust funds.

PORTS Report – Steinbrugge

- The AMORCO sensor is now online and reporting data.
- The new voice system was close to operational.
- A new site must be found for the tide gauge at the Richmond Long Wharf.
- The Exchange now has a contract with NOAA.

Public Comment

There were no comments.

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Old Business

There was no old business.

New Business

Capt. Korwatch said that **John Layton**, the former director of the local office of Customs and Border Protection, had passed away. **Capt. Jerry Swanson**, USCG, has been appointed to command Sector Japan. Anyone visiting Tokyo is invited to see him. The California Maritime Academy will hold its annual Black and White Gala on March 10th. This event is a fund raiser for scholarships.

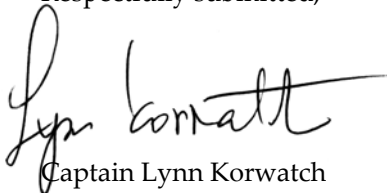
Next Meeting

Lundstrom said that the next meeting would convene at 1000, February 8th, 2007 at the Pier 1 Conference Center on The Embarcadero, San Francisco, California.

Adjournment

A motion to adjourn was made and seconded. There was no discussion. The motion passed unanimously. The meeting adjourned at 1158.

Respectfully submitted,



Captain Lynn Korwatch
Executive Secretary

USCG SECTOR SAN FRANCISCO	
PREVENTION / RESPONSE - SAN FRANCISCO HARBOR SAFETY STATISTICS	
November-06	
PORT SAFETY CATEGORIES	
	TOTAL
1. Total Number of Port State Control Detentions for period:	2
SOLAS (1), MARPOL (1), ISM (0), ISPS (0)	
2. Total Number of COIP Orders for the period:	5
Navigation Safety (2), Port Safety & Security (2), ANOA (1)	
3. Marine Casualties (reportable CG 2692) within SF Bay: Allison (1), Collision (0), Fire (0), Grounding (0), Sinking (0), Steering (1), Propulsion (2), Personnel (0), Other (2)	6
4. Total Number of (routine) Navigation Safety related issues / Letters of Deviation	1
Radar (1), Steering (0), Gyro (0), Echo sounder (0), AIS (0), AIS-835 (0), Other (0)	
5. Reported or Verified "Rule 9" or other Navigational Rule Violations within SF Bay	0
6. Significant Waterway events or Navigation related cases for the period:	0
7. Maritime Safety Information Bulletins (MSIBs):	0
Total Port Safety (PS) Cases opened for the period:	14
MARINE POLLUTION RESPONSE	
	TOTAL
Total Oil/Hazmat Pollution Incidents within San Francisco Bay for Period	35
* Source Identification (Discharges and potential Discharges):	
TOTAL VESSELS	15
Commercial Vessels	5
Public Vessels (Military)	3
Commercial Fishing Vessels	3
Recreational Vessels	4
TOTAL FACILITIES	3
Regulated Waterfront Facilities	1
Other Land Sources	2
UNKNOWN/UNCONFIRMED	17
*Spill Information	
Pollution Cases Requiring Clean-up	9
Federally Funded Cases	2
Oil Discharge and Hazardous Materials Release Volumes by Spill Size Category:	
1. Spills < 10 gallons	5
2. Spills 10 - 100 gallons	3
3. Spills 100 - 1000 gallons	1
4. Spills > 1000 gallons	0
5. Spills - Unknown	26
Total Oil Discharge and/or Hazardous Material release volumes in gallons:	212
1. Estimated spill amount from Commercial Vessels:	126
2. Estimated spill amount from Public Vessels:	1
3. Estimated spill amount from Commercial Fishing Vessels:	80
4. Estimated spill amount from Recreational Vessels:	5
5. Estimated spill amount from Regulated Waterfront Facilities:	0
6. Estimated spill amount from Other Land Sources:	0
7. Estimated spill amount from Unknown sources:	0
Penalty Action:	
Civil Penalty Cases for Period	0
Notice of Violations (TKs)	2
Letters of Warning	2

** SIGNIFICANT PORT SAFETY & SECURITY (PSS) CASES **	
* A. MARINE CASUALTIES - PROPULSION/ STEERING	
Marine Casualty, Loss of Propulsion - M/V Chief (15Nov): Vessel lost propulsion while leaving Anchorage 9 in San Francisco Bay. Class surveyor found that the exhaust steam dump valve was improperly left open resulting in the water flashing to steam before reaching the feed pumps. The ship service diesel generator switch was also left in the "manual" position. COTP order was issued requiring class society to verify crew proficiency and proper operation of steam systems before leaving Anchorage 9.	
Marine Casualty, Steering Failure - Tug Targon (16 Nov): Tug lost steering while transiting inbound to San Francisco Pier 80 due to the bolt on the ram-rod coming loose. The bolt was replaced and steering was tested satisfactorily.	
Marine Casualty, Loss of Propulsion - M/V Warrior (19 Nov): Vessel issued COTP order after losing propulsion in the inbound traffic lane west of the Golden Gate Bridge enroute to Anchorage 8. Vessel was required to provide a tug escort and obtain verification of repairs from its class society prior to departure from port.	
* B. MARINE CASUALTIES - VESSEL SAFETY CONDITIONS	
Allison - Tug Keegan Foss (02 Nov): Foss Barge FDH 35-1 while being pushed by the Tug Keegan Foss, struck and sheared off a fendering system in the Richmond Inner Harbor. Master failed to take advantage of having an additional experienced operator on board to serve as a lookout & help judge distances while maneuvering the barge, and instead relied on an inexperienced deckhand.	
Cargo Loading Casualty - M/V Polynesia (10 Nov): Vessel sustained damage to its hatch cover during loading operations at berth 59 in Oakland, CA. When the hatch was removed by a gantry crane, its lifting brackets failed and the hatch fell into the vessel's hold. The hatch cover was ultimately removed, and the class society was brought in to verify that no damage to the hull was sustained. No injuries were reported.	
Cargo Operations Suspended - M/V Warrior (22 Nov): Vessel was detained and cargo ops suspended after CG inspectors discovered a number of cracks on deck. Cargo operations were resumed once the cracks were confirmed by class not to pose a danger to proceed.	
* C. COAST GUARD - GENERAL SAFETY/SECURITY CASES	
Environmental Deficiency - M/V Captain X. Kyriakou (02 Nov): Vessel was detained via COTP order due to possible re-routing of its oily water separator. Criminal investigations were started on several crewmembers for intentional discharge. Two members of the crew have been indicted. The vessel was released from COTP hold on 09 Nov. Case pends.	
Navigation Safety - T/V Colorado Voyager (23 Nov): Vessel issued inbound LOD to Richmond Long Warf for inoperable 10CM radar. Repairs made and verified by class society.	
Navigation Safety - M/V Kapitan Afanasyev (28 Nov): COTP order was issued for improper advanced notice of arrival. On 29 Nov, vessel submitted a 96-hour advance notice requirement waiver request. Vessel was ordered to remain outside the pilot station and was not permitted to take on a pilot for transit to Oakland until 0500 on 01 December after the vessel had been properly screened and vetted.	
SIGNIFICANT INCIDENT MANAGEMENT DIVISION (IMD) CASES:	
Oil Pollution Incident-- F/V NARROWS MARINER (11 NOV): Vessel ran aground inside the channel entrance at Ft. Bragg, breaching its fiberglass hull, and discharging 50 gallons of diesel. A federal case was opened to mitigate the spill, and fuel tanks containing an additional 200 gallons of diesel were successfully removed prior to severe weather and seas. A notice of violation was issued.	
Oil Pollution Incident-- F/V TAM LE (26 NOV): Vessel sank at the dock in Moss Landing Harbor discharging 30 gallons of diesel and 3 gallons of hydraulic oil, after the owners failed to effectively plug their fishing boat following its use. A portable diesel tank also floated from the fishing vessel containing an additional 150 gallons of fuel. A federal case was opened to mitigate the spill, remove the floating tank, and cleanup completed. A letter of warning was issued.	
SIGNIFICANT PORT SAFETY INFORMATION or EXERCISES	

USCG SECTOR SAN FRANCISCO	
PREVENTION / RESPONSE - SAN FRANCISCO HARBOR SAFETY STATISTICS	
December-06	
PORT SAFETY CATEGORIES	
	TOTAL
1. Total Number of Port State Control Detentions for period:	0
SOLAS (0), MARPOL (0), ISM (0), ISPS (0)	
2. Total Number of COTP Orders for the period:	1
Navigation Safety (1), Port Safety & Security (0), ANOA (0)	
3. Marine Casualties (reportable CG 2692) within SF Bay: Allison (0), Collision (1), Fire (0), Grounding (0), Sinking (0), Steering (0), Propulsion (0), Personnel (0), Other (1)	2
4. Total Number of (routine) Navigation Safety related issues / Letters of Deviation	5
Radar (2), Steering (0), Gyro (0), Echo sounder (0), AIS (3), AIS-835 (0), Other (0)	
5. Reported or Verified "Rule 9" or other Navigational Rule Violations within SF Bay	0
6. Significant Waterway events or Navigation related cases for the period:	0
7. Maritime Safety Information Bulletins (MSIBs):	0
Total Port Safety (PS) Cases opened for the period:	8
MARINE POLLUTION RESPONSE	
	TOTAL
Total Oil/Hazmat Pollution Incidents within San Francisco Bay for Period	41
* Source Identification (Discharges and potential Discharges):	
TOTAL VESSELS	16
Commercial Vessels	3
Public Vessels (Military)	1
Commercial Fishing Vessels	3
Recreational Vessels	9
TOTAL FACILITIES	13
Regulated Waterfront Facilities	1
Other Land Sources	12
UNKNOWN/UNCONFIRMED	12
*Spill Information	
Pollution Cases Requiring Clean-up	9
Federally Funded Cases	2
Oil Discharge and Hazardous Materials Release Volumes by Spill Size Category:	
1. Spills < 10 gallons	13
2. Spills 10 - 100 gallons	3
3. Spills 100 - 1000 gallons	0
4. Spills > 1000 gallons	1
5. Spills - Unknown	24
Total Oil Discharge and/or Hazardous Material release volumes:	0
1. Estimated spill amount from Commercial Vessels:	5
2. Estimated spill amount from Public Vessels:	0
3. Estimated spill amount from Commercial Fishing Vessels:	3
4. Estimated spill amount from Recreational Vessels:	7
5. Estimated spill amount from Regulated Waterfront Facilities:	5
6. Estimated spill amount from Other Land Sources:	2242
7. Estimated spill amount from Unknown sources:	7
Penalty Action:	
Civil Penalty Cases for Period	0
Notice of Violations (TKs)	2
Letters of Warning	5

** SIGNIFICANT PORT SAFETY & SECURITY (PSS) CASES **	
* A. MARINE CASUALTIES - PROPULSION/ STEERING	
Loss of Pilot House Control - M/V Hanjin Yantian (13 Dec): Vessel lost Pilot House control prior to entering San Francisco Bay. Local control was achieved, and a tug assist was required via COTP order. Vessel was allowed to depart on 14 Dec under tug escort to affect repairs at its next port of call in Pusan, Korea.	
* B. MARINE CASUALTIES - VESSEL SAFETY CONDITIONS	
Collision - Tug Clifford G and Barge Scrow 9 (14 Dec): Tug & barge struck the San Bruno Shoal Channel Light #4. Master reported the incident to the Coast Guard, inspected his barges without noting any damage, and proceeded to Coyote Point. The next day, Master noted that Scrow 9 was partly submerged. Barge was deballasted and a 4 inch by 4 inch hole was found in the bottom plating in a starboard void. Temporary shoring was set in place and the barge was moved to Bay Ship and Yacht for repairs.	
* C. COAST GUARD - GENERAL SAFETY/SECURITY CASES	
Navigation Safety - M/V Dirch Maersk (06 Dec): Inbound letter of deviation (LOD) was issued for inoperable AIS. Class verified repairs and vsl departed without incident.	
Navigation Safety - M/V Warrior (15 Dec): M/V Warrior released from IMO detention for safety and environmental deficiencies after class verified repairs that could reasonably be made with San Francisco facilities. Vessel was allowed to transit to Belgium where permanent repairs to its deck were scheduled. Case left open until permanent repairs affected.	
Navigation Safety - M/V Maersk Gloucester (20 Dec): Vessel issued inbound LOD for inoperable 10 CM radar. LOD rescinded on 24 Dec after class verified repairs.	
Navigation Safety - M/V Csl Cabo (21 Dec): Csl Cabo issued LOD for inoperable AIS. LOD rescinded on 23 Dec after class verified repairs.	
Navigation Safety - M/V Hanjon Pittsburg (26 Dec): Vessel issued LOD for inoperable AIS. LOD rescinded after class verified repairs.	
Navigation Safety - M/T Stena Compassion (28 Dec): Vessel issued LOD for inoperable 10CM radar. LOD rescinded after class verified repairs.	
SIGNIFICANT INCIDENT MANAGEMENT DIVISION (IMD) CASES:	
Oil Pollution Incident-- Savvis Communications (12 Dec): A release of up to 2200 gallons of diesel fuel was released from Savvis Communication generators into a storm drain, under the San Jose Airport and into a slough leading to San Francisco Bay. The spill originated outside Coast Guard jurisdiction in the EPA zone and the EPA took the role of Federal On-Scene Coordinator (FOSC). The spill was contained to the slough, and minimal to no pollution was seen in San Francisco Bay. EPA Region IX is completing documentation of the case.	
SIGNIFICANT PORT SAFETY INFORMATION or EXERCISES	
None.	

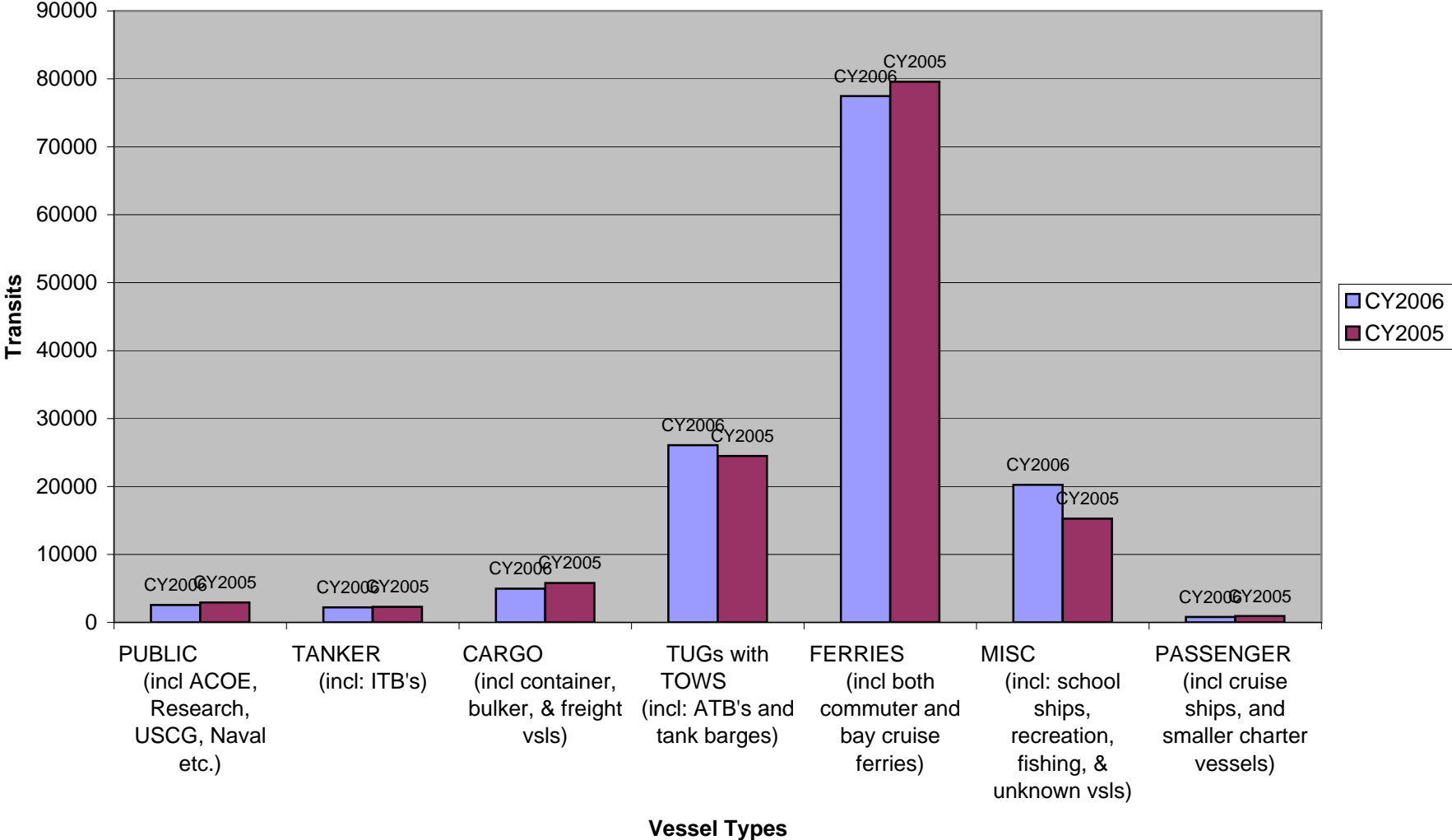
VTS Vessel Transit Stats

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	Oct-06	Nov-06		Nov-05	
PUBLIC (incl ACOE, Research, USCG, Naval etc.)	164	156	-5%	412	-62%
TANKER (incl: ITB's)	150	138	-8%	165	-16%
CARGO (incl container, bulker, & freight vsls)	442	355	-20%	405	-12%
TUGs with TOWS (incl: ATB's and tank barges)	2976	2233	-25%	1994	12%
FERRIES (incl both commuter and bay cruise ferries)	6849	5314	-22%	5918	-10%
MISC (incl: school ships, recreation, fishing, & unknown vsls)	2495	2186	-12%	1516	44%
PASSENGER (incl cruise ships, and smaller charter vessels)	139	53	-62%	101	-48%
TOTAL vsl transits	13215	10435	-21%	10511	-1%

VTS Vessel Transit Stats

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	Nov-06	Dec-06		Dec-05	
PUBLIC (incl ACOE, Research, USCG, Naval etc.)	156	121	-22%	133	-9%
TANKER (incl: ITB's)	138	215	56%	221	-3%
CARGO (incl container, bulker, & freight vsls)	355	370	4%	591	-37%
TUGs with TOWS (incl: ATB's and tank barges)	2233	2085	-7%	2525	-17%
FERRIES (incl both commuter and bay cruise ferries)	5314	5235	-1%	6229	-16%
MISC (incl: school ships, recreation, fishing, & unknown vsls)	2186	2033	-7%	532	282%
PASSENGER (incl cruise ships, and smaller charter vessels)	53	54	2%	50	8%
TOTAL vsl transits	10435	10113	-3%	10281	-2%

Total CY05 vs CY06 vessel transits



San Francisco Bay Clearinghouse Report For November 2006

San Francisco Bay Region Totals

			<u>2005</u>
Tanker arrivals to San Francisco Bay			70
Tank ship movements & escorted barge movements	345		330
Tank ship movements	192	55.65%	213
Escorted tank ship movements	100	28.99%	95
Unescorted tank ship movements	92	26.67%	118
Tank barge movements	153	44.35%	117
Escorted tank barge movements	77	22.32%	59
Unescorted tank barge movements	76	22.03%	58
Percentages above are percent of total tank ship movements & escorted barge movements for each item.			
Escorts reported to OSPR	0		1

<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	205		322		0		180		707	
Unescorted movements	89	43.41%	156	48.45%	0	0.00%	79	43.89%	324	45.83%
Tank ships	58	28.29%	90	27.95%	0	0.00%	39	21.67%	187	26.45%
Tank barges	31	15.12%	66	20.50%	0	0.00%	40	22.22%	137	19.38%
Escorted movements	116	56.59%	166	51.55%	0	0.00%	101	56.11%	383	54.17%
Tank ships	67	32.68%	96	29.81%	0	0.00%	49	27.22%	212	29.99%
Tank barges	49	23.90%	70	21.74%	0	0.00%	52	28.89%	171	24.19%

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 December 2006

San Francisco Bay Region Totals

			<u>2005</u>
Tanker arrivals to San Francisco Bay	74		63
Tank ship movements & escorted barge movements	391		322
Tank ship movements	236	60.36%	181
Escorted tank ship movements	118	30.18%	81
Unescorted tank ship movements	118	30.18%	100
Tank barge movements	155	39.64%	141
Escorted tank barge movements	84	21.48%	75
Unescorted tank barge movements	71	18.16%	66
Percentages above are percent of total tank ship movements & escorted barge movements for each item.			
Escorts reported to OSPR	3		1

Movements by Zone	Zone 1	%	Zone 2	%	Zone 4	%	Zone 6	%	Total	%
Total movements	232		360		0		190		782	
Unescorted movements	113	48.71%	179	49.72%	0	0.00%	84	44.21%	376	48.08%
Tank ships	73	31.47%	117	32.50%	0	0.00%	45	23.68%	235	30.05%
Tank barges	40	17.24%	62	17.22%	0	0.00%	39	20.53%	141	18.03%
Escorted movements	119	51.29%	181	50.28%	0	0.00%	106	55.79%	406	51.92%
Tank ships	69	29.74%	107	29.72%	0	0.00%	57	30.00%	233	29.80%
Tank barges	50	21.55%	74	20.56%	0	0.00%	49	25.79%	173	22.12%

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 2006

San Francisco Bay Region Totals

			<u>2005</u>
Tanker arrivals to San Francisco Bay	808		718
Tank ship movements & escorted barge movements	4,327		3,650
Tank ship movements	2,632	60.83%	2,149
Escorted tank ship movements	1,372	31.71%	997
Unescorted tank ship movements	1,260	29.12%	1,152
Tank barge movements	1,695	39.17%	1,501
Escorted tank barge movements	877	20.27%	760
Unescorted tank barge movements	818	18.90%	741
Percentages above are percent of total tank ship movements & escorted barge movements for each item.			
Escorts reported to OSPR	12		16

Movements by Zone	Zone 1	%	Zone 2	%	Zone 4	%	Zone 6	%	Total	%
Total movements	2,658		4,098		0		2,288		9,044	
Unescorted movements	1,234	46.43%	2,021	49.32%	0	0.00%	1,040	45.45%	4,295	47.49%
Tank ships	860	32.36%	1,339	32.67%	0	0.00%	577	25.22%	2,776	30.69%
Tank barges	374	14.07%	682	16.64%	0	0.00%	463	20.24%	1,519	16.80%
Escorted movements	1,424	53.57%	2,077	50.68%	0	0.00%	1,248	54.55%	4,749	52.51%
Tank ships	866	32.58%	1,295	31.60%	0	0.00%	690	30.16%	2,851	31.52%
Tank barges	558	20.99%	782	19.08%	0	0.00%	558	24.39%	1,898	20.99%

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 11, 2007

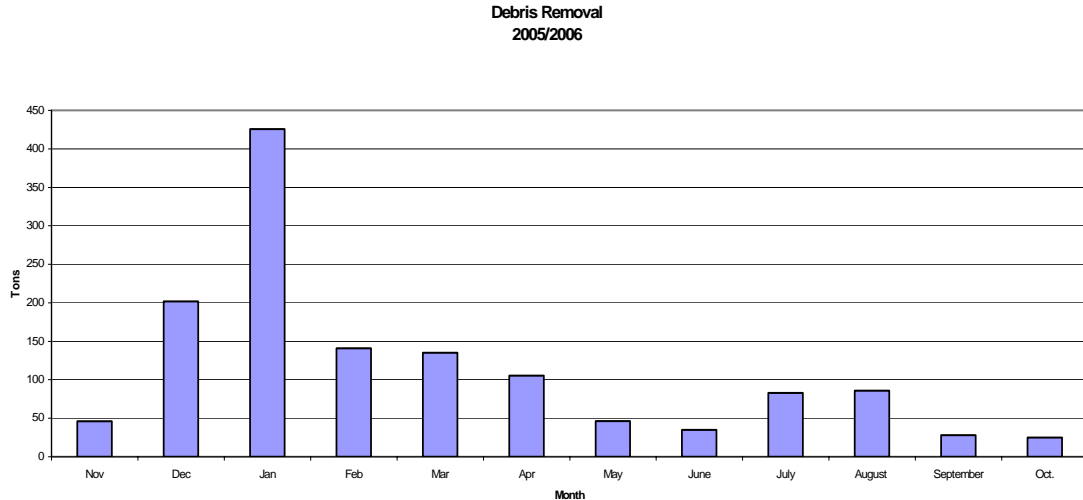
1. CORPS 2006 O&M DREDGING PROGRAM

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

- a. **Main Ship Channel** – Nothing to report.
- b. **Richmond Outer Harbor and Southampton Shoal** – Nothing to report.
- c. **Richmond Inner Harbor** – Reaches 1, 3 and 4 were dredged by years end. Reach 2 was in the process of being dredged through December 2006. Dredging stopped on December 31, 2006. Disposal was at SF-DODS and bad weather limited the amount of trips to that site. The entire channel is being surveyed now and the data will be made available as son as possible – possibly by the end of next week. However, there are no promises
- 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.
- e. **Suisun Bay Channel** – Dredging is technically completed to a dredge depth of -35 feet MLLW plus a two-foot over depth allowance - one foot paid and one foot unpaid. The Corps contracting people need to evaluate the post-dredge surveys for accuracy and payment purposes. Once the surveys are approved, they will be posted as soon as possible – which should be within two weeks (from now).
- f. **Pinole Shoal** – Same as Suisun Channel, above.
- g. **Redwood City/San Bruno Shoal** – A survey was completed in November 2006. The surveyed indicated that 100,000 to 200,000 cys have been deposited. Volume depends on how deep the Corps intends to dig. There is some money available and the intent is to dredge in the summer of 2007.

2. DEBRIS REMOVAL

The total tonnage of debris collected for November and December 2006 was 101 tons (Raccoon 59 tons, Grizzly 42 tons). This is a reduction from the total of 248 tons for the same time period in 2005. (The data person was not able to find his spread sheet so all I have is a combined total. Therefore, the following table is not updated.)



3. UNDERWAY OR UPCOMING HARBOR IMPROVEMENTS

Oakland 50-ft Deepening Project

The Oakland Harbor Entrance is currently at -43.8 feet MLLW. The dredging equipment for this work was relocated in order to dredge the Oakland Inner Harbor in December 2006 in order to work during the extended work window. The contractor is going to relocate a cutterhead dredge from southern California to finish this work and place the material in Middle Harbor. Clamshell dredging and transportation of this material to Montezuma would cost three times as much. This deepening work can occur any time and is expected to be finished by spring – hopefully much sooner.

4. EMERGENCY (URGENT & COMPELLING) DREDGING

There was no emergency dredging in FY 2006.

5. OTHER WORK

a. **San Francisco Bay to Stockton** Essentially, no change since last report. There is no money in the Continuing Resolution for this project so what carry-over money there is from FY 2006 is being used sparingly. This project is in the 2007 budget so it will probably be January before funds are realized.

b. Sacramento River Deep Water Ship Channel Deepening

No change – is the same as the San Francisco Bay to Stockton Project.

6. HYDROGRAPHIC SURVEY UPDATE

Address of Corps' web site for completed hydrographic surveys

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

Main Ship Channel – 16-21 June 2006.

Pinole Shoals – Aug. 28-29, 2006; Sept. 11, 26-27, 2006. **Surveys completed in October and November 2006 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 – complete – January 4-5, 8 & 12, 2006

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

Oakland Inner and Outer Harbor – Survey done 19 July, 2006.

Southampton Shoal and Richmond Long Wharf – (North Ship Channel) surveyed May 17-24, 2006.

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

ADDITIONAL ITEMS:

1. Fish tagging study: The Corps of Engineers, in conjunction with the National Marine Fisheries Service, UC Davis and the Bay Planning Coalition, has begun a multi-year fish tagging study to track the movement of a species of salmon and green sturgeon through the Bay (from the Carquinez Bridge to the Golden Gate). Several electronic receivers have been deployed throughout San Pablo Bay and Northern and Central San Francisco Bay – notably at the San Rafael Bridge. The receivers have floats attached to them and the floats are most likely visible on the surface. The Corps has coordinated this deployment with the Coast Guard and it should have been noted in the Notice to Mariners. The Corps is prepared to make a presentation of this study if so desired by the Harbor Safety Committee.

2. SF Fire Boat House: It has been brought to my attention that the fire engine and crew have been relocated from the SF Fire Boat House to another location several blocks away. Apparently, this move was made last October. The Boat House requires reinforcement and the move is temporary during this time (no time frame had been established when I inquired about the relocation). The result is a short, although possibly significant, delay in response time for the fire boat crew. I was asked to make sure that the Harbor Safety is aware of this and ask if the Committee wants to or needs to say anything to the SF Fire Department regarding this issue.

Memorandum

Date: January 11, 2007

To: Harbor Safety Committee, San Francisco Bay Region

From: Len Cardoza

Subject: Water Transit Authority Technical Advisory Committee Report

Update.

1. The Port of San Francisco announced on 12/13/06 that it has signed a five-year lease with the WTA for WTA's Headquarters and Operations Center. The WTA will be occupying office space and exclusive berthing at Pier 9. WTA will host an open house reception on 1/25/06 from 4 -7 pm at its new offices. The new 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.
2. The WTA Board met on 12/7/06. The next meeting of the WTA's Administrative Committee is rescheduled to take place on Tuesday, 2/13/07 at 10 am. The next meeting of the Planning Committee is scheduled to take place on Wednesday, 2/14/07 at 1:00 pm. The next Technical Advisory Committee (TAC) meeting has not yet been scheduled.
3. Spare Vessel. Mary Frances Culnane, Manager, Marine Engineering, WTA, culnane@watertransit.org ; reports that the Spare Vessel contract was executed on 1/4/07. The delivery date for the two vessels is on or about September, 2008, but could be less.

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.

www.watertransit.org