

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

Wednesday, February 11, 2004

Port of San Francisco, Pier 1, San Francisco, CA

Scott Merritt, Vice-Chair, called the public meeting to order at 10:00 and welcomed those in attendance. The following committee members or alternates were in attendance: **Dave Adams** alternate for **Len Cardoza**), Port of Oakland; **John Davey**, Port of San Francisco; **Nancy Pagan**, Port of Benicia; **Capt. Douglas Lathrop**, ChevronTexaco; **Gary Fleeger**, Matson Navigation Company; **Capt. Margaret Reasoner**, Crowley Marine Services; **Michael Beatie**, Golden Gate Bridge, Highway & Transportation District – Ferry Division; **Capt. Larry Teague**, San Francisco Bar Pilots; **Joan Lundstrom**, Bay Conservation and Development Commission; and **Marine Secchitano**, Inland Boatmen’s Union. 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**; **Bud Leland** and **Al Storm**, OSPR; **Ken Leverich**, State Lands Commission; **Capt. Lynn Korwatch**, Marine Exchange, and more than fifteen people from the interested public.

Bud Leland swore in new member **Gary Fleeger**, dry cargo representative.

The Secretariat confirmed the presence of a quorum.

Corrections to minutes of previous meeting: **J. Lundstrom**: page 3, typo, videos. **P. Cook**: page 2 (12), . . . large tugs (~~20⁺~~) (20 meters); and page 4, her comment should read “P. Cook pointed out that the information ~~provided was not specific to high speed ferries~~ was general.” Motion by **J. Lundstrom**, seconded by **L. Teague** to “accept the minutes of 1-14-04 as corrected.” Motion passed without objection.

USCG REPORT, J. Swanson. (1) **J. Swanson** reported that the Maritime Transportation Security Act was implemented December 31, 2003. Security and vessel plans were due and there was 100% participation for vessels. Only two or three facilities are still outstanding. There could be a \$10,000 penalty for not submitting. (2) The Northern California Marine Security Committee met yesterday and reviewed the draft port plan. The committee is on track to submit it by the March 1, 2004 due date. (3) **Cmdr. Greg Phillips** reported port operations statistics for pollution response and investigations and significant port safety events for the period January 1, 2004 through January 31, 2004. A written report is made a part of these minutes. (4) A contract has been let to Foss to remove the barge Monarch from the Sacramento delta. (5) There is a safety concern related to three events in the first two months of 2004 where vessels entered the bay with significant equipment short falls involving broken radar and did not report it until well after they arrived in port. (6) On behalf of VTS, **P. Cook** expressed sincere appreciation to the

Harbor Safety Committee

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tug companies that participated in MarSec reporting. (7) A Rule 9 violation occurred recently when a sail boat crossed the bow of a tanker. Unless a boat is participating in a regatta at the time of a violation, the sail number does not provide the information the CG needs. If the CG cannot get a boat out in time to intercept the offender, the CG needs the registration number from the boat in order to identify and pursue it. A picture of the boat would also make it easier for the CG to investigate.

CLEARINGHOUSE REPORT, A. Steinbrugge. A written report with statistics for the month of January 2004, is made a part of these minutes. There were three calls to OSPR during the month of January for possible escort violations and one call from a pilot to report a vessel arriving at the pilot station without escort paperwork. In that case, the master thought he didn't need an escort. There was an escort on station and the transit proceeded. This year, to date, there have been three calls to OSPR. 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. Question: What type of vessels were involved in the possible escort violations? **A. Steinbrugge** will research and report later in the meeting.

OSPR REPORT, A. Storm. (1) **Bud Leland**, Assistant to the Administrator, attended the HSC meeting in the absence of the Administrator who was unable to attend. With the hiring freeze on state employees, the OSPR 24/7 Operations Center has not been able to replace employees lost through attrition and has had to shut down between 10:00 p.m. and 6:00 a.m. beginning last November. **Carl Moore**, Administrator, is currently meeting with representatives of State Parks, looking to partner and combine dispatching duties. Currently, the OSPR duty officer position rotates through management and covers reporting responsibilities from home when the center is shut down. OSPR is seeking a hiring freeze waiver. (2) OSPR is working with **Senator McPherson**, who is carrying a bill to address routine, non-substantive clean-up language for obsolete provisions in the OSPR authorizing code. The definition of marine waters for oil spill response will be extended up river to Stockton and Sacramento. The bill is in the discussion stage and copies of the bill will be provided to HSC members when McPherson's office has published it. Question: Will the McPherson clean-up language include the proposed HSC by-laws? **B. Leland**: Yes. (3) OSPR is looking to take the limit of five additional members out of the provision allowing each HSC to petition for additional representatives. (4) OSPR is looking at how the state will regulate LNG coming to California (Santa Barbara Channel, Long Beach and the SF Bay Area) as part of the state's energy issues. Plans to bring LNG to the Bay Area have stopped for the time being. (5) Senator McPherson's office contacted OSPR asking why escorts are not required for hazardous cargo tank vessels. In 1995, the senator carried a bill that would have required escorts. OSPR responded with the report produced by the Tug Escort Work Group, chaired by **J. Lundstrom**. The thoroughness of that well-researched report answered all of the senator's staffers' questions. **J. Swanson** added that, on January 29, 2004, a *Notice of*

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Proposed Rulemaking was published designating SF and San Pablo Bays a regulated navigational area for vessels carrying hazardous gas. This will provide for no anchoring en route. This is currently being addressed through COTP orders. The CG treats these ships as high interest vessels and provides a small boat escort. (6) **A. Storm** reported that the Tug Escort Work Group recommendations for regulatory changes to remove the provision that pilots are required to carry tug escort forms and remove the requirement that the MX keep a list of approved tug crew training programs, duplicating OSPR efforts, will move forward. The public comment period ends March 29, 2004. No hearing is anticipated because the changes have not been controversial. (7) Nine incumbents' terms are expiring. This includes the representatives for the ports of Oakland, Richmond and Benicia, as well as tug, dry cargo, barge, pilot and labor representatives. Applications are available online or at this meeting. The application period will close March 31, 2004. Regarding the discussion at last month's HSC meeting regarding representation from the ports of Stockton and Sacramento, the proposed by-laws do include these two ports. Upcoming regulations will include them and they will be invited to participate.

NOAA REPORT, S. Thompson. (1) There is one new nautical chart, 18658, Suisun Bay – Roe Island, printed in January and available now. (2) The *Coast Pilot 7* is revised annually, with changes usually due in May for printing in June. However, this year it had to go to the printer last week. New escort regulations will be put in next year's edition. (3) The Weather Service prediction is for a slightly warmer than normal winter season on the West Coast, with normal amounts of rainfall over the next thirty days.

COE REPORT, D. Dwinell. The text of the COE Report is made a part of these minutes by attachment. On behalf of the high speed ferries, **M. Beatie** expressed deep thanks for the extensive and thorough debris removal work that the COE has been doing. There has been only one boat ingestion on the bay during the entire season. The boat crews are sincerely appreciated for their week-end work.

STATE LANDS COMMISSION REPORT, K. Leverich. (1) There were no terminal spills in January. (2) On February 24, 2004 State Lands will hold a customer service meeting. **Manuel Valencia** from **Hannah Beth-Jackson's** office will attend. The group will address reduced emissions reporting requirements. (3) At the end of March, the State Lands office will be moving to a location across the street.

NAVIGATION WORK GROUP REPORT, L. Teague. **E. Dohm** reported that work with the COE continues, in an effort to get survey charting information to the pilots as rapidly as was done before administrative changes at the COE office. A meeting is scheduled for next week to develop a process for transmitting the information that will carry through from one administration to the next.

Harbor Safety Committee

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FERRY OPERATORS WORK GROUP, N. Pagan. The work group met at State Lands' office on February 5, 2004. The main issue addressed was the need for two licensed operators in the wheelhouse of ferries carrying more than 100 passengers at speeds in excess of 30 kts. The group will meet again March 5, 2004, 9:00 a.m., at State Lands' office and the ferry captains want to invite CG representatives to attend because the captains are concerned about the safety of passengers.

PREVENTION THROUGH PEOPLE WORK GROUP, L. Teague. (1) **M. Brown** is in Sacramento today working with the videographers. The group met yesterday and have a nearly complete video project. A draft copy will be ready for **L. Korwatch** to take to the National Harbor Safety Conference. (2) Future meetings are scheduled for 9:30 a.m. in Hercules on February 26, 2004 and March 12, 2004. (3) The Rule 9 brochure is nearly complete and is expected to go to press after the February 26, 2004 work group meeting.

PORTS FUNDING WORK GROUP, S. Merritt. The group met today, prior to the HSC meeting and is still wrestling with two issues, how to support legislation for federal funding and how to get intermediate funding. Individuals have been assigned to contact state legislators and lobbyists to see about a bill. Others will work on the white paper to make it more concise and capture the issue in two pages, so it is easier to read. The group will next meet before the March HSC meeting.

PORTS REPORT, A. Steinbrugge. (1) The far western end of the Amorco dock is a possible site for a side-looking current sensor. **Marc Bayer** is going through the Tesoro administrative process for authority. The unit would originally have gone on the Benicia Bridge and will be a Benicia current meter. Question: Why move it from the bridge to a dock? **A. Steinbrugge**: There are problems with mounting it on the bridge. The dock is a better long-term possible solution. (2) NOAA is still looking at installing a prototype for the Benicia side-looking meter in March. It is being tested now at the Scripps Dock in San Diego. Question: Isn't there concern that there will be a shadow effect with back eddy if there is a ship in berth. **A. Steinbrugge**: None that has come up. Question: Where will the instrument be? **A. Steinbrugge**: On support 10 on the north side of the channel, looking out, not straight across the channel. **P. Bonebakker**: The instrument can be set for the distance where the reading is to be taken.

PUBLIC COMMENT. None.

OLD BUSINESS. (1) **J. Lundstrom** noted that she will be unable to attend the Ferry Operators Work Group meeting and suggested the group might look at requirements for medical evaluation and fitness levels for operators as well as reviewing records demonstrating the frequency of

Harbor Safety Committee

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incidents. (2) **A. Steinbrugge** reported that all possible escort violations for January involved tugs and barges. (3) **A. Storm** reported that OSPR has sometimes had money to send HSC chairs to events and does have approval to send them to the Port Everglades HSC meeting this year.

NEW BUSINESS. (1) **L. Korwatch** reported on the SF HSC submission to the CG for consideration as the National HSC of the Year. She thanked **F. Black** for work on the 250-word statement addressing the accomplishments of the SF HSC and **J. Swanson** for the added statement on security. SF HSC has been invited to give a presentation at the National HSC Meeting on funding for harbor safety committees. California is the only HSC funded by the state. Several committees are funded by the federal government or through local constituents, while others are unfunded. Either **G. Stewart** or **L. Korwatch** will make the presentation. (2) On March 18, 2004 at 10:00, there will be an AIS meeting in the Port of Oakland Historical Room. Several vendors will be present for an industry day and this will give members of the maritime industry an opportunity to see the equipment available and talk directly with the manufacturers. (3) On March 25, 2004 at 10:00, there will be an MTS meeting at the Port of SF. **Jim Molinari**, State Director for **Senator Dianne Feinstein** will talk about issues the senator is actively working on, including security.

The next meeting of the HSC will be held on Thursday, March 11, 2004 at 10:00 in the Port of Oakland Board Room.

MOTION by **L. Teague**, seconded by **D. Lathrop**, to "adjourn the meeting." Motion was passed without objection. Meeting adjourned at 11:10.

Respectfully submitted,



Captain Lynn Korwatch, Executive Secretary

USCG Marine Safety Office San Francisco Bay

Port Operations Statistics

January 2004

PORT SAFETY:	TOTAL
• SOLAS Interventions/COTP Orders:	07
• Marine Casualty: Allision/Collision (0) Grounding/Sinking (0) Fire (0)	00
• Marine Casualty (Mechanical): Propulsion (0) Steering (4)	04

POLLUTION RESPONSE:	MSO
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Total oil pollution incidents within San Francisco Bay for the month:	20
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<ul style="list-style-type: none"> ▪ Source Identification; Discharges and Potential Discharges from: <ul style="list-style-type: none"> Deep Draft Vessels Facilities (includes all non-vessel) Military/Public Vessels Commercial Fishing Vessels Other Commercial Vessels Non-Commercial Vessels (e.g. pleasure craft) Unknown Source (as of the end of the month) ▪ Spill Volume: <ul style="list-style-type: none"> Unconfirmed No Spill, Potential Needing Action Spills < 10 gallons Spills 10 to 100 gallons Spills 100 to 1000 gallons Spills > 1000 gallons 	00 00 01 01 00 05 13 08 06 05 01 00 00
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Significant Cases:

11Jan –M/V Lake Camellia failed to give advance notification prior to entering San Francisco Bay. Sea Marshals conducted boarding. After satisfactory inspection by Sea Marshals vessel was aloud to proceed to destination. (G-M Goals 4)

21Jan -M/V Wadi Halfa Upon review of vessel advance notice of arrival, vessel was upgraded to a High Interest Vessel. Vessel was required to submit a security plan detaining crew from going ashore and a Sea Marshal Boarding was conducted. All requirements of the Captain of the port order were satisfied while vessel was in port. (G-M Goals 4)

San Francisco Bay Clearinghouse Report For January 2004

San Francisco Bay Region Totals

			2003
Tanker arrivals to San Francisco Bay	48		78
Total tank ship & tank barge movements	270		358
Tank ship movements	152	56.30%	240
Escorted tank ship movements	70	25.93%	120
Unescorted tank ship movements	82	30.37%	120
Tank barge movements	118	43.70%	118
Escorted tank barge movements	63	23.33%	57
Unescorted tank barge movements	55	20.37%	61
Percentages above are percent of total tank ship & tank barge movements for each item.			
Escorts reported to OSPR	3		0

Movements by Zone	Zone 1	%	Zone 2	%	Zone 4	%	Zone 6	%	Total	%
Total movements	165		256		0		131		552	
Unescorted movements	78	47.27%	134	52.34%	0	0.00%	53	40.46%	265	48.01%
Tank ships	52	31.52%	82	32.03%	0	0.00%	27	20.61%	161	29.17%
Tank barges	26	15.76%	52	20.31%	0	0.00%	26	19.85%	104	18.84%
Escorted movements	87	52.73%	122	47.66%	0	0.00%	78	59.54%	287	51.99%
Tank ships	47	28.48%	66	25.78%	0	0.00%	36	27.48%	149	26.99%
Tank barges	40	24.24%	56	21.88%	0	0.00%	42	32.06%	138	25.00%

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.

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

February 11, 2004

1. CORPS 2004 O&M DREDGING PROGRAM

The Corps has the 2004 funds. We are still working on finalizing this years dredging program.

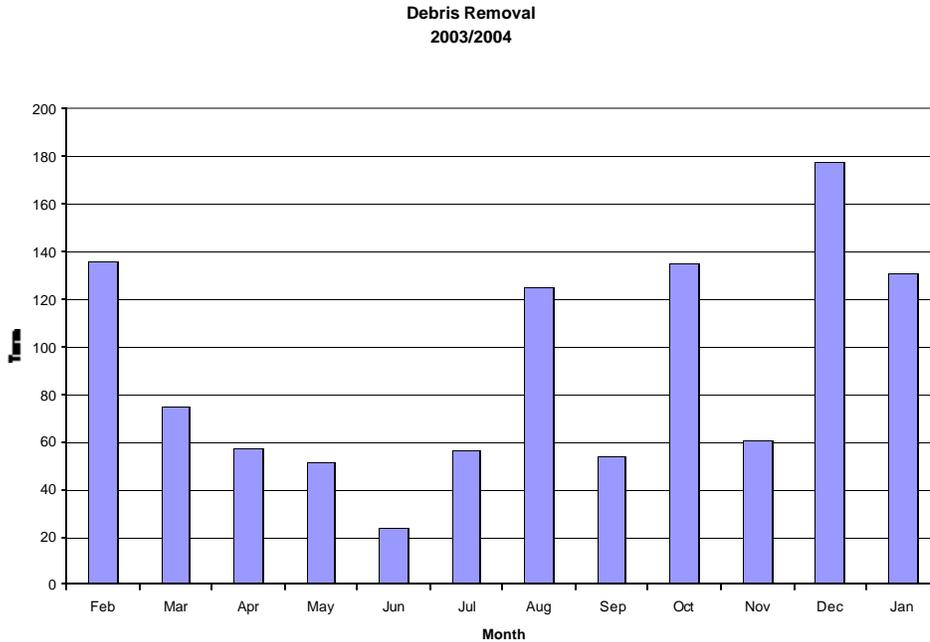
For Oakland Inner and Outer Harbor and Richmond Inner Harbor the Corps plans to combine the two projects into one Indefinite Delivery Indefinite Quantity (IDIQ) dredging contract. This contract will have a base year with two option years. The proposals are being review and we continue to be on track to award the contract by the end of March.

- 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 January 2004 was 131 tons. This is down from the 178 tons collected in the month of December.



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 has let 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 the bids have been opened and we hope to award the contact by the end of next week. 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 in the July time frame. The FY 2004 budget contains 20 million for the Oakland 50 foot project less saving and slippage. Saving and slippage may run as high as 15 % to 20 %. This is higher than in the past years. The first goal of the project is to get the Outer Harbor down to 46 feet first. We continue to make good progress with the funds we have and estimate that we have dredged between 400,000 and 500,000 cubic yards of sediment.

b. S.F. Rock Removal Feasibility Study

Status Unchanged – the final audit of the funding is continuing.

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 finalizing the scope 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 shortly so we can move forward with the project when we receive funding. We should have approximately \$550,000 less saving and slippage for FY 2004. However, we are requesting an additional \$500,000 for this project is year.

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. 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. Corps is working to start limited construction in 2005.



DEPARTMENT OF FISH AND GAME

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February 1, 2004

To: Parties Interested in Serving on the San Francisco Bay Region Harbor Safety Committee

Subject: Harbor Safety Committee Vacancies

The Office of Spill Prevention and Response (OSPR) announces that the terms of many San Francisco Bay Region Harbor Safety Committee memberships will expire in May 2004. These positions and their incumbents are listed below.

1. Commercial fishing/pleasure boat representative (Ms. Margot Brown, National Boating Federation),
2. Dry cargo representative (Mr. Grant Stewart, American Ship Management),
3. Labor representative (Ms. Marina Secchitano, Inlandboatmen's Union),
4. Tug representative (Mr. Scott Merritt, Foss Maritime),
5. Tank barge representative (Ms. Margaret Reasoner, Crowley Marine Services),
6. Pilot representative (Mr. Larry Teague, San Francisco Bar Pilots),
7. Port of Oakland (Mr. Len Cardoza),
8. Port of Richmond (Mr. Tom Wilson), and
9. Port of Benicia (Ms. Nancy Pagan, AMPORTS).

Qualified individuals and incumbents are encouraged to apply for these positions. Internet site <http://www.dfg.ca.gov/ospr/forms/miscforms/appform.pdf> contains a printable Harbor Safety Committee application. Applicants must complete this form and attach a current resume which indicates their qualifications. Also, provide a copy of your U.S. Coast Guard Merchant Marine Deck Officer's License, if using such a license to qualify for a desired position. Mail application materials to:

Mr. Al Storm
Office of Spill Prevention and Response
P.O. Box 944209
Sacramento, California 94244-2090

Applications must be postmarked no later than March 31, 2004. Questions regarding the available positions, requirements or the application process may be directed to Mr. Al Storm at: the above mailing address or e-mail address astorm@ospr.dfg.ca.gov or telephone number (916) 324-6259. We look forward to hearing from qualified applicants.

Conserving California's Wildlife Since 1870