

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, February 10th, 2005

Joan Lundstrom, Chair, San Francisco Bay Conservation and Development Commission (BCDC); called the meeting to order at 1008. The secretariat confirmed a quorum of the committee.

The following committee members and alternates were in attendance: Capt. **Michael L. Beattie**, Ferry Operator; **Paul Bishop**, Harbor Bay Maritime; **Ted Blanckenburg**, AMNAV Maritime Services; **Richard Brandes**, Shore Terminals/Kaneb Terminals; **Margot Brown**, National Boating Federation; **Sue Cauthen**, San Francisco Tomorrow; **Ron Chamberlain**, Port of Benicia; **John M. Davey**, Port of San Francisco; **Capt. Gary Fleeger**, Matson Navigation; **Capt. Fred Henning**; Baydelta Maritime; **Capt. Doug Lathrop**, Chevron Texaco; **Capt. Robin A. Lindsay**, General Steamship; **Cmdr. Gordon Loebel**, U. S. Coast Guard Marine Safety Office (MSO); **Alan Miciano**, General Steamship; **William Needham**, Commercial Fishing & Pleasure Boat Operators; **Nancy Pagan**, Port of Benicia; **Capt. Robert Pinder**, San Francisco Bar Pilots; **Ern Russel**, Foss Maritime; **Linda Scourtis**, BCDC; **Marina V. Secchitano**, Inland Boatmen's Union; **Capt. Ray Shipway**, Masters, Mates, & Pilots; **John A. Stonich**, Law Offices of John A. Stonich; **Denise Turner**, Port of San Francisco; **Thomas Wilson**, Port of Richmond; **Shelah Sweatt**, Army Corps of Engineers

Also present were: **Carlton Moore**, California Office of Spill Prevention and Response (OSPR) Administrator; **LTJG John Bannon**, U. S. Coast Guard Waterways Management Branch, **Cmdr. Pauline Cook**, U. S. Coast Guard Vessel Traffic Service (VTS); **Barbara Foster**, OSPR; **Capt. Rick Holly**, OSPR; **Capt. Lynn Korwatch**, Marine Exchange of the San Francisco Bay Region (Marine Exchange); **Ken Leverich**, California State Lands Commission; **Raymond Paetzold**, Board Counsel, Board of Pilot Commissioners; **Alan Steinbrugge**, Marine Exchange; **Al Storm**, OSPR.

The meeting was open to the public.

Corrections to the minutes of the meeting of January 13th, 2005: Page 3, paragraph 2, line 5 should read: "and Marine Exchange to create..." Page 3, paragraph 4, lines 1 and 2 should read: "**Paetzold** said that the Little Hoover Commission, in a letter to the Governor, had recommended that the Board be eliminated..." Page 3, paragraph 4, line 4 should read: "**Lundstrom** asked **Paetzold** to invite..." Page 5, paragraph 1, line 1 should read: "**Lundstrom** said that it was unknown at this time whether the President's budget includes COE funds for the drift removal program." Page 5, paragraph 7, line 1, should read: "**Beattie** said that the workgroup would listen..." Page 5, paragraph 7, lines 3 and 4 should read: "**Beattie** added that this was the tenth incident since..."

The minutes were unanimously accepted as corrected. There was no discussion.

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Comments by the Chair

Lundstrom appointed **Cauthen** to the Ferry Operations Workgroup. **Capt. Marc Bayer**, Tesoro Maritime Company, was appointed to the Tug Escort Workgroup.

Lundstrom announced that the PORTS (Physical Oceanographic Real Time System) Workgroup would be meeting on February 14th at the Port of Oakland to discuss ways to finance the system.

Lundstrom said that she had put in an application for the Harbor Safety Committee of the San Francisco Bay Region (HSC) to be recognized as Harbor Safety Committee of the Year at the National Harbor Safety Conference in April. She said that **Capt. Jerry Swanson**, MSO; was helping with the application.

Lundstrom welcomed **Moore**, OSPR Administrator; to the meeting.

Coast Guard Report

Cmdr. Loeble said that the MSO had forwarded Marine Safety Information Bulletins on the Oakland channel dredging project to the Marine Exchange for distribution to the community.

Cmdr. Loeble announced that the U. S. Coast Guard and U. S. Customs and Border Protection had come to agreement on a standard format for advanced notices of arrivals and departures covering vessel, crew, and passenger information.

Cmdr Loeble said that casualty data had been extracted for 2002, 2003, and 2004, but still hasn't been analyzed for details on loss of propulsion incidents.

LTJG Bannon read from an MSO report detailing port operations statistics and cases -- which is attached to these minutes.

LTJG Bannon announced that the Coast Guard is looking for input from interested parties on the effectiveness of current navigational aids and federal publications for the central bay. This Waterway Analysis and Management Systems (WAMS) survey is the first for this part of the Bay since 1992. The area being studied is between the Golden Gate Bridge and Yerba Buena Island and between the Bay Bridge and the Richmond Bridge.

A survey was available at the meeting. You can also contact **LTJG Bannon** at 510.437.3082 or at jbannon@d11.uscg.mil if you would like to participate in the survey or if you have other questions.

Cmdr. Cook read from a movement summary report.

Cmdr. Cook went on to say that the Automated Information System (AIS) is now running well, with compliance at 80 to 90 per cent. She said that the VTS operators love the new system, but continue to use radar for backup.

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Cmdr. Cook said that VTS continues to gather input from users about aids to navigation and the Oakland channel dredging project.

Cmdr. Cook said that representatives from VTS and the San Francisco Bar Pilots had met with managers of the Union Pacific Railroad Bridge to discuss existing communications protocols.

Cmdr. Cook noted that there had been some personnel turnover at the bridge and that the newer people were not as aware as they could be about the existing protocols. She said the educational session seemed to go well.

Cmdr. Cook announced that a spreadsheet of proposed names and codes for locations in the bay had been posted on the VTS website at www.uscg.mil/D11/vtssf/.

Lathrop asked if the meeting with Union Pacific had touched on the recent near miss incident.

Cmdr. Cook explained that the incident was part of a formal process of investigation. The meeting with Union Pacific was informal and educational.

Clearinghouse Report

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

OSPR Report

Moore asked those alternate members of the HSC to stand as a group. He thanked them for their previous hard work and dedication. Moore said that recent changes in regulations now made it possible for the alternates to become official members of the HSC. Eleven of the fourteen sitting HSC alternates were then sworn to service by **Moore**. Those present and sworn were: **Bishop, Blanckenburg, Brandes, Chamberlain, Capt. Lindsay, Needham, Russell, Scurtis, Capt. Shipway, Stonich, and Turner**.

Moore introduced **Capt. Rick Holly** of OSPR. **Moore** gave **Capt. Holly** a Certificate of Appreciation from the U. S. Coast Guard in recognition of his work leading the West Coast Offshore Vessel Traffic Risk Management Project under the Pacific States/BC Oil Spill Task Force.

Moore reported that the budget for OSPR was in good shape because it has dedicated funding. He said that statistics showed an absolute nose dive in the number of spills from maritime vessels since OSPR had begun. **Moore** said that the biggest source of petroleum in the environment was now due to pipeline mishaps. He said that four different state agencies cover pipeline issues, but only OSPR focuses on prevention and response. Moore added that it looked as if OSPR would be adding two employees to cover pipeline issues.

Moore reported that OSPR's place in any future reorganization of California government continues to be discussed. He said the future for OSPR looks good, and added that OSPR may pick up additional responsibilities.

Storm reported on OSPR's investigation into increased tanker escort violations during 2004. He said that one thing that stood out was the slow enforcement schedule which delayed notifying operators that there was an incident under investigation. While OSPR continues to

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examine and expedite its procedures, it has asked the Clearing House (Marine Exchange) to immediately notify operators when there has been an incident that OSPR will act on. **Storm** said immediate notification will give operators a heads up that there may be a problem to be fixed.

Storm said that it is OSPR's goal to reduce the process to 45 days as requested by the HSC. **Storm** said most cases will now by-pass the investigation stage and go straight to the legal department because they are uncomplicated; such as failures to check in with the Clearing House.

Lundstrom spoke on the background of **Storm's** report. She said that the goal of the HSC is 0 violations per year. She noted the large increase in 2004. **Lundstrom** said that **Rich Smith**, Vice Chair, Westar Marine Services; had suggested that rapid notification to operators would give them a chance to fix any problems on their side and help them avoid future violations. **Lundstrom** added that the HSC had requested that OSPR investigate its procedures and work to reduce response time.

Capt. Lathrop asked what the biggest problem was. **Storm** replied that the main problem was failure to notify the Clearing House, and the main reason was that the operator forgot.

Capt. Pinder asked who gets fined. **Storm** said he would find out.

Capt. Holly reported that the unannounced drill program for non-tank vessels was going very well. All passed.

Capt. Holly said that OSPR is working with the State Lands Commission and the U. S. Coast Guard to verify facility sea plans.

Capt. Holly said that it was time for annual tug inspections.

Storm announced that he was being transferred to Southern California to work with the Los Angeles/Long Beach HSC. He introduced **Foster** as his replacement. **Storm** said that his four years with the San Francisco HSC had been wonderful; and said that he would have fond memories of his time here.

National Oceanic and Atmospheric Administration (NOAA) Report

Lundstrom said that **Capt. Steve Thompson**, NOAA, was in San Diego. **Lundstrom** said that there was a new chart out for the Sacramento-San Joaquin area. **Lundstrom** passed along the NOAA weather news. The El Niño was waning, and had never really materialized. Five to seven days of wet weather was predicted for the coming period followed by dry weather and near normal temperatures.

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

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

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Lundstrom said that she had been told by **Mike Dillabough**, COE, that there was now a line item in the President's budget to fund debris removal boats. The item is not fully funded and the COE is examining the potential impact on the Bay Area. **Lundstrom** tabled any action by the HSC pending the COE's evaluation.

State Lands Commission Report

Leverich said that the Commission had monitored 195 transfers for the month and that thirty-two million barrels of oil had been moved, of which thirteen million was outbound. He said that he would be adding information on ballast water to the report in the future.

Proposal to Eliminate the Pilot Commission

Lundstrom said that **Capt. Pat Moloney**, Executive Director, Board of Pilot Commissioners, was unable to attend the meeting. She asked **Paetzold** to describe the duties of the Pilot Commission and update the HSC on the current status of the reorganization plan.

Paetzold described the Commission as the state's oldest and leanest Commission. It was founded in 1850 and is made up of seven representatives, from pilots, industry, and the public. The activities of the Commission are supported by a sur-charge on pilot fees. All meetings are open to the public. The responsibilities of the commission include, licensing, training, rate setting, and accident investigation.

Paetzold said that the current recommendation is for the duties of the Commission to be transferred to the Department of Consumer Affairs.

A detailed report is attached to these minutes.

Brown asked what cost was born by the tax-payers of California. **Paetzold** said that the 1.5 million dollar annual cost was covered by the sur-charge on pilot fees.

Capt. Lindsay asked why we should have a commission. **Paetzold** said that the public interest is protected by the transparency of the commission's activities. He added that 23 of 24 states with pilots have pilot commissions.

Cauthen asked about the number of incidents in 2004. **Paetzold** said that there had been about twelve to fifteen, and half involved some level of pilot error. He said there had been no major issues in 2004.

Miciano asked if there was a commission in Southern California. **Paetzold** said that Los Angeles pilots were part of the city's civil service. Long Beach pilots are under private contract to the Port. **Paetzold** added that the Bay Area as unique in California due to the large number of over-lapping jurisdictions and the complexity of the waterway.

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Plan Update Workgroup

Lundstrom said the workgroup is updating the plan with an eye towards creating a slimmer and more user-friendly document. Many recommendations which have been considered over the years will be included. A vote is scheduled for the April HSC meeting.

Tug Escort Workgroup

Capt. Henning read from a report which is attached to these minutes.

Navigation Work Group

Capt. Pinder asked that his motion be entered into the minutes:

The Navigation Workgroup seeks the approval of the Harbor Safety Committee for the new Dock Designation System.

First some background:

One of the requirements of AIS is that vessels have to enter the final dock destination into their onboard unit. There is a problem in SF Bay because some of our dock names change frequently due to change of terminal ownership.

CDR Cook approached me and asked if the Navigation Workgroup would help to create an entirely new dock designation system in SF Bay to comply with AIS requirements. The idea was to give each dock a permanent name that was not tied to dock ownership. Cities assign a permanent address to every house and building. They don't change the address if the building's ownership changes hands. That is the premise for SF Bay to have permanent addresses for the docks.

This was an interesting and fun project. We believe that the new system is intuitive and user friendly. Our formula for success was enthusiastic participants, great ideas, spirited debates and many boxes of sugar doughnuts.

We were able to get representatives from the various sectors of the maritime community to contribute their ideas and expertise as the system evolved. We had many meetings over the past 4 months. Additionally, there were many emails and phone calls between the meetings.

I don't know if anyone envisioned that the Harbor Safety Committee would be used for this purpose but it certainly was the best venue and the proof is in the cooperative spirit of the many people who dedicated countless hours in creating the new dock designation system.

Before I make the official request, I would like to thank the many people who offered their time and ideas. There were a few people who made extraordinary contributions and deserve special recognition. From the Marine Exchange, Lynn, Alan, and Jeff. From the tug boat community, Fred Henning. From VTS, Scott Humphrey and CDR Cook.

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And with that, I am asking that the Harbor Safety Committee give their seal of approval for the new Dock Designation System of SF Bay. This system will ultimately enhance safety on the bay for all users and for anyone who listens to VHF Channel 14.

Capt. Lathrop asked if the purpose of the motion was to approve the actual codes or the system by which they were created. **Capt. Pinder** replied that the system was being voted on. The motion was seconded and passed without dissent.

Capt. Lindsay recommended that the final version of the codes be distributed to local police and fire departments and other emergency responders.

Ferry Operations Workgroup

Pagan read a report which is attached to these minutes. **Lundstrom** asked that the workgroup keep an eye on communications protocols between vessels.

Prevention Through People Workgroup

Brown described the round table discussion to be held with the paddle sport community at Fort Mason on February 16th. She invited all present to attend. Brown announced that there would a subsequent meeting on February 28th to discuss what had been learned.

PORTS Report

Steinbrugge reported that there had been problems with the Oakland wind sensor. He thanked **Capt. Bayer** and CS Marine for help on the new current meter at the Tesoro Amorco dock.

Steinbrugge said that **Capt. David McFarland**, National PORTS Program Manager, would attend the funding meeting scheduled for Oakland on February 14th.

Public Comment

No one accepted **Lundstrom's** invitation.

Old Business

Steinbrugge asked members of the HSC to double-check that they are correctly listed by the secretariat.

Lundstrom announced that **Scott Merrit**, former vice-chair, had been appointed Senior Vice-President for Harbor Services and Regional Towing at Foss Maritime.

New Business

There was none.

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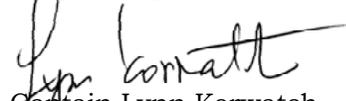
Next Meeting

Lundstrom announced that the next meeting of the HSC would be at 1000, Thursday March 10th at the Port of Oakland.

Adjournment

At 1204, 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	
January-05	
PORT SAFETY CATEGORIES	
	TOTAL
1. Total Number of Port State Control Detentions for period:	1
SOLAS (0), MARPOL (1)--M/V CICLOPE, ISM (0)	*****
2. Total Number of COTP Orders for the period:	6
3. Marine Casualties w/in SF Bay: Allison/Collision (2), Grounding/Sinking (2), Fire (0)	7
Steering (0), Propulsion (2), Personnel (1)	*****
4. Total Number of routine Navigation Safety related issues / Letters of Deviation	7
Radar (4), Steering (0), Gyro (0), Echo sounder (0), AIS (3)	*****
5. General Port Safety Cases / Information Only (Non-Port Safety Cases) for the period:	6 / 36
6. Reported Rule 9 Violation(s) or Navigational Rule Violation(s) within SF Bay	1
7. Significant Waterway cases - Hazards to Navigation related cases:	4
8. Marine Safety Information Broadcasts (MSIBs): (1) "SF/OAK Bay Bridge clearance"	1
9. Total number of Marine Safety Harbor Patrols / Critical Infrastructure sites visited:	195 / 61
Total Port Safety Cases opened for the period:	27
MARINE POLLUTION RESPONSE	
	TOTAL
Total Oil/Hazmat Pollution Incidents within San Francisco Bay for Period	22
Total number of Marine Environmental Response (MER) Harbor Marina visits within SF Bay	35
* Source Identification (Discharges and potential Discharges):	*****
Deep Draft Commercial Vessels	0
Facilities (includes all non-vessel discharges)	1
Military/Public Vessels	1
Commercial Fishing Vessels	2
Other Commercial Vessels	5
Non-Commercial Vessels (e.g. recreational vessels)	3
Unknown Source (as of end of the period)	9
Storm Drain Runoff / Vehicle (vehicle accident)	1
*Spill Information	
Unconfirmed	12
No Spill (Potential Needing Possible USCG Action)	0
Pollution Cases Requiring Clean-up	9
Federally Funded Clean-up Cases (OSLTF-1 / CERCLA-0)	1
Total Oil Discharge and Hazardous Materials Release Volumes:	
1. Spills < 10 gallons	7
2. Spills 10 - 100 gallons	2
3. Spills 100 - 1000 gallons	0
4. Spills > 1000 gallons	0
Total Oil Discharge and/or Hazardous Material release volumes (And by vessel type):	34 gals.
1. Estimated spill amount from deep draft vessels:	0
2. Estimated spill amount from commercial vessels:	34 gal.
2. Estimated spill amount from recreational vessels:	0
3. Estimated spill amount from facilities / shoreside point discharge:	0
3. Estimated spill amount from unknown sources:	0
PENALTY ACTION:	
Marine Violation (MV) Cases for Period	0
Notice of Violations (TKs)	1
Letters of Warning	4
SIGNIFICANT PORT SAFETY & SECURITY (PSS) CASES:	

1. **Vessel Collision**, Suisun Bay (03JAN05): A 14' recreational vessel carrying 2 duck hunters and a 60' commercial water taxi used to carry bridge workers were involved in a collision next to the Benicia-Martinez Bridge around 0645 in the morning. One hunter died during the collision. The coroner's report stated that the 70 year old male died of heart failure. The cause of the collision remains under investigation.

2. **Marine Casualty**, Injured Pilot (07JAN05): San Francisco Bar Pilot #51 injured his left leg while disembarking the T/V CLELIAMAR to the Pilot Boat CALIFORNIA. The pilot was taken immediately to shore for emergency assistance.

3. **Hazard to Navigation** (09JAN05): A 200' Westar barge used for the Oakland Bay Bridge Project broke free from its mooring. The 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 safely to the mooring. There was no reports of damage and the cause of the adrift barge was attributed to the previous nights mooring configuration, weather, and extreme tides. Case Closed.

4. **Hazard to Navigation** (10JAN05): Foss Maritime Gravel Barge SB-20 capsized in the southern portion of Anchorage 9 around 10 pm. 3200 short tons of gravel, and subsequent deck equipment were lost as the barge capsized. The Tug SAN JOAQUIN RIVER was maneuvering the barge away from the M/V NELVANA (Vanuatu) when the barge capsized. The responsible party moved the capsized barge to Hunter's Point for salvage operations (Salvage ops continue). The area was marked with buoys and a dive team salvaged the lost equipment from Anch 9. The cause of the barge capsizing remains under investigation. The area in the vicinity of the incident was surveyed for possible shallow areas and determined to be safe for navigation.

5. **COTP Order** 05-001 and 05-002 (13JAN05): M/V HYUNDAI No. 108 (Liberia). COTP Orders were issued to vessel for failure to disclose a passenger not listed on their Advanced Notice of Arrival (ANOVA) requirements. The first COTP Order ensured the member was detained onboard the vessel until his departure to the airport. A second COTP Order as issued requiring a Letter of Undertaking (LOU) in the amount of \$32,500 for the civil penalty issues. The LOU was received, the member departed safely and the COTP Orders were rescinded.

6. **Rule 9 Violation** (14JAN05): In the vicinity of Yerba Buena Island Oakland Middle Harbor Channel, the S/V AZURESCENCE was reported within the deep draft channel and came close to affecting the inbound M/V NYK ARETMIS (Panama). The SF Bar Pilots reported the incident, and STA SF boarded the s/v and cited the vessel for Rule 9 violation.

7. **Hazard to Navigation** (15JAN05): Submerged Lash Barge (30'x60') in the Petaluma River Channel, San Pablo Bay. The barge sank in the middle of the channel between Lights 9 and 11. A Broadcast Notice to Mariners was issued. The barge did not contain oil or hazardous materials. The barge was salvaged and removed from the waterway.

8. **COTP Order 05-003** (16JAN05): COTP Order was issued to M/V CICLOPE (Panama) for a Letter of Undertaking (LOU) or a Surety Bond to cover the vessel for possible MARPOL violations involving the failure to record in a log the ship's active separation of plastics from garbage. The vessel was required to provide a LOU or Surety Bond in the amount of \$32,500 prior to departure. The LOU was received and the vessel was allowed to depart

9. **Collision/Marine Casualty** (17JAN05): The F/V RONNIE B and the Pilot Boat GOLDEN GATE were involved in a minor collision off of Pier 9 during the inbound transit of the GOLDEN GATE to the pier. There were no injuries reported, minimal damage to both vessels, and the cause of the collision remains under investigation.

10. **Marine Casualty/Grounding/COTP Order 05-004** (19JAN05): M/V PORT PEGASUS (Hong Kong) grounded in vicinity of Light 31 in the Stockton Deep Water Channel. The vessel was enroute Stockton, fully loaded with bulk cement. Tugs and high tide assisted with refloating the vessel. The vessel safely arrived in Stockton, conducted a hull survey and completed a report of marine casualty. The COTP Order was amended to allow the vessel to proceed to Anch 9 to complete the hull survey, and transit within SF Bay. The inspection was satisfactory and the COTP Order was rescinded.

11. **Marine Casualty/propulsion/COTP Order 05-005** (20JAN05): TUG JOHN BRIX experienced engine problems with the port engine while pushing a loaded oil barge. The tug did not lose propulsion but was relieved by another tug and anchored in Anch 21 for safety precautions. The COTP Order was rescinded when a CG Inspector verified that the problem involved potential condensation and what appeared as unusual oil in the port engine valve covers. The issue was resolved, the tug was operating properly and the COTP Order was rescinded.

12. **COTP Order 05-006** (21JAN05): COTP Order issued T/V STENA COMPANION (Bermuda) requiring a security plan in place before the vessel entered San Francisco Bay. The vessel has a history of absconders and was designated a High Interest Vessel (HIV). Upon Customs and Border Protection (CBP) investigation and determination that vessel was not a threat, the COTP Order was rescinded and additional security was no longer necessary.

13. **Hazard to Navigation** (27JAN05): Tug CALIFORNIA voyage was terminated due to vessel safety concerns and operator negligence. The master of the tug did not have the required license for operating a towing vessel over 26 feet (46CFR15) and 10 safety deficiencies including the lack of an anchor, insufficient fire extinguishers, and improper navigation lights were noted upon a CG Boarding. It was also determined that the master previously lost his license. The tug was also unable to maneuver the barge in tow in a safe manner and was attempting to proceed from San Francisco to Benicia. Throughout the evening in the vicinity of Angel Island, the tug had increased difficulties with winter storm conditions and currents which required Coast Guard and additional tug assistance. Bay Delta Tugs assisted with emergency maneuvering the tug and tow back to Pier 15 and avoiding possible grounding off of Treasure Island. The Investigations Department will follow up with civil penalty violations.

14. **Marine Casualty/equipment failure/grounding** (24/28JAN2005): 1. Tug RICHARD BRUSCO fouled the port screw with part of the barge bridle while trading gravel barges with the Tug WESTERN COMET near the Pinole Channel during winter storm conditions. The RICHARD BRUSCO maintained the ability to operate with the use of the starboard screw, and kept control of the barges with the WESTERN COMET. The tug JEREMY FISCHER arrived on scene and assisted with the voyage to Benicia. A CG 2692 Report of a Marine Casualty was completed and the Investigations Department will continue to look into the possible causes of the marine casualty. 2. Grounding: The Tug RICHARD BRUSCO also suffered a Marine Casualty on 24JAN05 when the tug was briefly stuck in the mud in vicinity of Collinsville. The tug was able to free itself within 10 minutes and the master completed a CG 2692.

SIGNIFICANT MARINE ENVIRONMENTAL RESPONSE (MER) CASES:

1. **25Jan05:** MER Branch responded to a 1.5 nm oil sheen in the vicinity of Turner Cut, Stockton. The source of the sheen was determined to be an abandoned partially sunk 35' wooden pleasure craft named RICHARDS PLEASURE CRAFT. The responsible party for the vessel could not be identified and the OSLTF was accessed to begin pollution mitigation. Parker Diving was hired to boom the vessel and removed the oil. 25 gals. of product, and 75 gals. of oily water were removed.

2. **31Jan05:** MER Branch responded to a report from STA Monterrey that a 52' wooden hull yacht, ALBION, sank in Monterey Bay, approximately 1 mile from shore. The vessel was under-tow by the Tug MICHAEL UHL en route from San Diego to Reedsport, OR. The reason for the sinking is unknown and the vessel was resting on the sea floor at a depth of 180 ft. A CG over-flight was conducted and a unrecoverable sheen (40' by 1 mi) was visible. It has been verified by the owner that the vessel has approx 1700 gallons of diesel onboard. The initial salvage plan was to raise vessel to a depth of 60 ft using lift bags, then move the vessel inland and out of the surf zone where divers will place straps around the vessel. The salvor will then raise the vessel, dewater it, and tow it to Monterey Harbor where it will be hauled out of the water. Difficulties have been encountered with the vessel not able to be structurally strong enough to handle the lift. Salvage ops will continue to look at ways to remove fuel from the vessel at the present location. RESPONSE OPERATIONS Continue.

SIGNIFICANT PORT SAFETY INFORMATION or EXERCISES

1. **Marine Safety/Security Information Bulletin 05-01 (21JAN05): "Reduced Navigational Clearances of the Proposed San Francisco-Oakland Bay Bridge East Span Replacement"**. The MSIB, at the request of CALTRANS, is reviewing the reduced navigational clearances of the proposed bridge replacement. The new plan calls for decreased horizontal and vertical clearances. The Coast Guard is soliciting public comment from waterway users and interested parties to assist with the evaluation of the project changes for navigational impacts.

ADDITIONAL SAFETY RELATED CASES AND/OR CASE FOLLOW-UP

1. **Automatic Identification System (AIS) Enforcement:** The Coast Guard began preliminary notification of AIS vessel requirements. Enforcement does not begin until March. For January, there was 4 Letters of Deviation (LOD) issued to foreign vessels and 9 CG 835 deficiency notifications issued to U.S. Inspected vessels. There were also 51 uninspected vessels that met the criteria for AIS carriage requirements and were educated on AIS carriage.

*** RECENT PORT SAFETY CASES SINCE END OF MONTHLY STATS PERIOD ***

1. OIL SPILL (04FEB05): MER Branch Pollution Investigators responded to an oil spill in Oakland Inner Harbor in the vicinity of Jack London Square. The source of the spill could not be determined initially but there was a strong oil odor. The strength of the discharge and associated odor varied with the tides. The source was eventually determined to come from a Port of Oakland storm drain and product was being released at low tide. The OSLTF was accessed at a present ceiling of \$500,000 and NRC Environmental was contracted for clean-up. The storm drain was boomed off and a Incident Command System (ICS) was established for the substantial threat. The source of the spill was attributed to a leak in a Kinder Morgan fuel pipeline, and Kinder Morgan assumed the role as Responsible Party. 27,000 gallons of contaminated liquid has been recovered, around 2000 gallons (10%) product. RESPONSE OPERATIONS continue.

2. Marine Casualty (07FEB05): MSO issued COTP Order for Cyrpess flag vessel enroute Port of Sacramento. Vessel was immediately anchored at Pittsburg Anchorage and failed to start. Water in the fuel was attributed to the cause of the engine failure. Class Society (DNV) certified engine operating properly, and COTP Order was rescinded. Vessel also has an Letter of Deviation (LOD) for inop gyro repeater at the steering station. Repairs scheduled for Sacramento.

San Francisco Bay Clearinghouse Report For January 2005

San Francisco Bay Region Totals

			<u>2004</u>
Tanker arrivals to San Francisco Bay	61		48
Total tank ship & tank barge movements	368		270
Tank ship movements	190	51.63%	152
Escorted tank ship movements	88	23.91%	70
Unescorted tank ship movements	102	27.72%	82
Tank barge movements	178	48.37%	118
Escorted tank barge movements	90	24.46%	63
Unescorted tank barge movements	88	23.91%	55

Percentages above are percent of total tank ship & tank barge movements for each item.

Escorts reported to OSPR	2	4
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<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	207		335		0		201		743	
Unescorted movements	98	47.34%	172	51.34%	0	0.00%	105	52.24%	375	50.47%
Tank ships	61	29.47%	99	29.55%	0	0.00%	57	28.36%	217	29.21%
Tank barges	37	17.87%	73	21.79%	0	0.00%	48	23.88%	158	21.27%
Escorted movements	109	52.66%	163	48.66%	0	0.00%	96	47.76%	368	49.53%
Tank ships	55	26.57%	79	23.58%	0	0.00%	41	20.40%	175	23.55%
Tank barges	54	26.09%	84	25.07%	0	0.00%	55	27.36%	193	25.98%

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 2005

San Francisco Bay Region Totals

			<u>2003</u>
Tanker arrivals to San Francisco Bay	61		690
Tank ship movements & escorted barge movements	368		3,229
Tank ship movements	190	51.63%	1,869
Escorted tank ship movements	88	23.91%	917
Unescorted tank ship movements	102	27.72%	952
Tank barge movements	178	48.37%	1,360
Escorted tank barge movements	90	24.46%	703
Unescorted tank barge movements	88	23.91%	657
Percentages above are percent of total tank ship movements & escorted barge movements for each item.			
Escorts reported to OSPR	2		24

<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>
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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**

February 10, 2005

1. CORPS 2005 O&M DREDGING PROGRAM

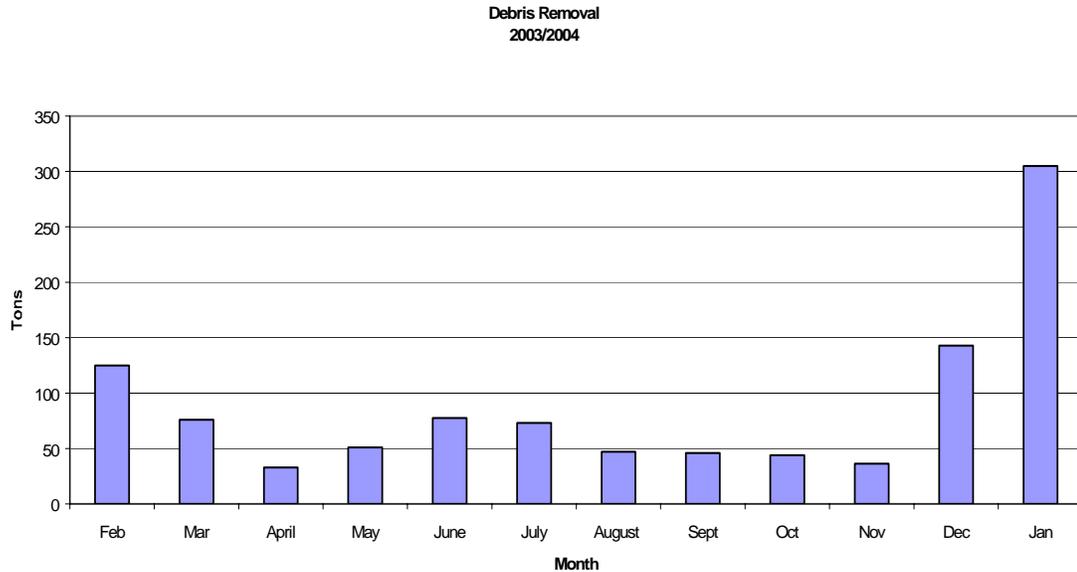
The Corps just received its' FY 2005 budget figures. We are in the process of reviewing the FY 05 budget to determine what can be accomplished with the funding and what can be done on any congressional additions to the budget. This review is being made on a District wide level.

- 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. The Corps is investigating disposing of the material closer to Ocean Beach in order to reduce beach erosion. No testing required this year.
- 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. No testing required this year.
- 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. No testing required this year.
- f. **Pinole Shoal** – Requires a new dredging contract. Dredging window is from June 1 to 30 November. No testing required this year.
- g. **Redwood City** – UNFUNDED – Corps plans to perform full testing on this material this year – Do to funding limitations and the fact that this project is unfunded this year the material may have to be disposed of in bay if any funding is found. If Bair Island

becomes available, it may be more economical to take the material to Bair Island. Dredging window is from June 1 to November 30.

2. DEBRIS REMOVAL

The total tonnage of debris collected on the San Francisco Bay for January 2005 was 305 tons. This is 162 tons greater than the 143 tons collected in the month of December 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 24.75 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. We have dredged approximately 300,000 cubic yards or more under this contract. The third contract is a marine construction contract for the last phase on the Inner Harbor Turning Basin.

The actual physical work on this contract has not started. We are in the process of evaluating an alternative proposal for the bulkhead design. 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 have amended the Project Cooperation Agreement (PCA) between the Port and the Corps and it is ready to be signed.

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 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 year the Corps has received approximately \$250,000 for this project and we are attempting to reprogram additional fund. 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. The hydrographic survey has been completed and a salinity model is being run. We are in the process of performing an orthophotos (corrected photo map) of the project while the vegetation is at a minimum this time of 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 has received approximately \$350,000 for this year. 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 and have received the draft report. 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 are 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 in the process of performing an orthophotos (corrected photo map) of the project while the vegetation is at a minimum this time of year.

Address of Corps' web site for completed hydrographic surveys

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

HARBOR SAFETY COMMITTEE - 2/10/05 MEETING
AGENDA ITEM No. 10 - "Proposal to eliminate the Pilot Commission"

PILOT COMMISSION

"The Board of Pilot Commissioners for the Bays of San Francisco, San Pablo and Suisun" - locally know as "the Pilot Commission" regulates the 60 pilots that make up the "San Francisco Bar Pilots" and the one remaining Inland Pilot. It was created by the first legislative session of the new state of California in 1850 and has been serving as a single-purpose body continuously ever since.

Gov't Hierarchy: The Pilot Commission answers directly to the Governor and is not a part of any Department, although it does receive support services from the Dept. of Consumer Affairs. Its expenses are paid for by industry through surcharges on pilotage fees.

Current structure: 7 members appointed by the Governor with the consent of the Senate

- 3 are **public members** who are neither pilots nor work for companies that use pilots but often have considerable business, labor or financial experience (James Falaschi, Ronald Rosequist and Gunnar Lundeborg)
- 2 are active **pilots** licensed by the Board (Captains Nancy Wagner and Dennis Welch)
- 2 are "**industry members**", one from the tanker industry (Capt. Marc Bayer, Tesoro Maritime) and one from the dry cargo industry (Scott Winn, M.O.L.)

Board members serve 4 year terms and may be reappointed for one second term.

Staff: The commission employs **two full time employees:** an **Executive Director** (Capt. Patrick Moloney), who is a former ship master with substantial seagoing experience (and currently serving as volunteer Master of the JEREMIAH O'BRIEN) and a **secretary/administrative assistant**. The Commission contracts with 4 **investigators**, all of whom are retired ship masters, and an **attorney** specializing in maritime law.

Committees: The Board does much of its work through a variety of committees, which often include non-Board members as well as commissioners, and which develop their own subject matter expertise. They hold hearings or workshops to gather evidence, develop consensus and make recommendations to the Board. Most committees are advisory. The Board has the ultimate authority to decide most matters that come before it.

Meetings: The Board itself meets regularly once a month here in San Francisco, and holds special meetings as necessary on specific topics. All meetings are noticed and most are open to the public with agendas available on the Board's web site (www.pilotcommission.org).

JURISDICTION

Geographically: The Pilot Commission covers the various bays in the San Francisco Bay Area, the tributaries all the way to Stockton and Sacramento, and Monterey Bay, with 70 separate maritime facilities. It is the only state pilot commission in California. (L.A. pilots are municipal employees. Long Beach pilots work for a private contractor).

Subject matter: The Commission **licenses** pilots

- holds hearings to develop recommendations to the Legislature as to pilotage rates;
- determines the **number of** pilots that can be licensed at any one time;
- selects pilot **trainees** and, through its Pilot Evaluation Committee, oversees their training;
- determines and contracts for training and **continuing education** required of serving pilots;
- oversees the statutory pilot **pension** plan; and
- **investigates** navigational incidents and reports of **pilot ladder** violations.

TRAINEES

Except for those few remaining pilots grandfathered under an earlier law, all pilots must be selected for and successfully pass a training program that can last up to three years before they are eligible for licensing.

Eligibility: Candidates for the pilot trainee training program must have a master's license, 2 years command experience on tugs or deep draft vessels and pass a written exam and simulator exercise.

Selection: Based on the highest combined score in three areas:

- **Experience** (points awarded for length of service on tugs, deep draft and piloting experience elsewhere)
- **Written exam** (has been described by those who have taken it as one of the most professional, comprehensive, and challenging piloting exams in the country); and
- **Simulator Exercise** - tests the candidate's shiphandling skills in anonymous waters, facing a variety of navigational hazards. It is developed by the Board's own maritime and psychometric experts at the Calif. Maritime Academy.

Evaluation of the candidates' performance on the simulator is by a team of evaluators including out-of-state pilots, ship masters and members of the Board's Pilot Evaluation Committee.

Evaluators are provided with a detailed list of a candidate's likely responses to specific situations, and which responses are considered Highly Effective, Adequate or Inadequate to protect the vessel's safe navigation in each situation.

TRAINING PROGRAM

The trainees who are selected remain on a waiting list until openings in the program are identified. The Board enters into a contract with each trainee, who receives a stipend - currently \$4200 a month, and is required to be available full time for up to 3 years until he or she has successfully completed the program.

Trainees ride with virtually each of the 60 pilots and one inland pilot, initially as observer, and eventually handling the vessels under the supervision of the pilot. By the time they finish the training program, each trainee will have handled every type of vessel that comes into our jurisdiction and will have been into and out of virtually every facility multiple times.

The training is supervised by a 5-member **Pilot Evaluation Committee** made up of senior San Francisco Bar Pilots. That committee determines when the trainee has successfully completed the training and recommends to the Board when the trainee is ready to be licensed.

CONTINUING EDUCATION

The Board also has a **Continuing Professional Development Program**, which requires the assignment of a supervisory pilot for specified ships or facilities during the first three years that a pilot is licensed.

In addition, there are **3-year and 5-year training cycles** which each pilot must complete. With pilot and industry input, the Board determines the subject matter and contracts for the training through Port Revel, MITAGS, the California Maritime Academy and other providers.

As with other Board expenses, the training is paid for by industry through a separate pilotage surcharge identified on the pilot invoice at a rate set by the Board (currently \$20/ship movement.)

INCIDENT REVIEW COMMITTEE

Navigational incidents involving the possibility of pilot error and other claims of pilot misconduct are investigated by a 2-member Incident Review Committee. By statute, the members of the committee are the Executive Director and one of the three public Board members, who is appointed to the committee by the Board President.

Groundings, collisions and other piloting incidents are usually reported to the Executive Director by the **Port Agent**, who is selected by the pilots to represent them at the Board. The Executive Director then assigns one of the **investigators** to go aboard the ship if it is still in port, interview the master and other witnesses, obtain copies of the deck log, bell book, course recorder and similar ship's logs, take photographs and report back to the IRC.

The pilot is required to provide the IRC with a **written statement** (which cannot be used against the pilot in any subsequent hearing, except for impeachment).

The IRC then **meets with the pilot** to review the results of the investigation and the IRC's **options** for resolving the matter. If the IRC determines that there was pilot error, it has authority to issue a letter of reprimand or provide counseling to the pilot, or enter into a stipulation with the pilot which could include focused training, a number of supervised practice trips or other terms designed to reduce the risk of having a similar accident. A common element is a lessons learned presentation to the trainees.

The Board has adopted by regulation **guidelines** for the IRC providing a range of sanctions for specific types of misconduct. Those guidelines are also available online.

If the IRC concludes that the pilot misconduct warrants a period of suspension or revocation of the pilot's license, it files an **accusation**. The pilot then has the right to a formal public **hearing** presided over by an administrative law judge. The **burden of proof** is higher than that found in Coast Guard license suspension hearings: The IRC must establish pilot error by "clear and convincing evidence to a reasonable certainty."

While the Board could send such cases to be heard by an administrative law judge alone, it has routinely exercised its authority to hear such cases sitting with the ALJ, with the Board acting as the finder of fact. If it determines that there was pilot error, the Board then decides the level of the appropriate sanction.

Cases going to a full Board hearing have become fairly rare, averaging less than one a year. Most, but not all, have resulted in a finding of misconduct, with sanctions typically including extended periods of probation, outright suspension and retraining.

PILOT LADDERS

The IRC also investigates reports of pilot ladder violations. The pilots have been provided with standardized forms to make it easy to report such violations. Pilot boats are equipped with digital cameras to help document the violations.

The Board keeps track of reported violations by each vessel and includes that history in its reports.

The pilot ladder violation reports are sent to the ship's owner or agent and to the Coast Guard, which has the jurisdiction to take enforcement action. The reports are also published in the Board's monthly minutes, which receive considerable distribution among those concerned with pilotage in the Bay Area.

These reports also show up on the vessel's incident and casualty history maintained by the Coast Guard and can effect the likelihood of being boarded in the future. The Board's anecdotal experience is that this level of notoriety appears to have been effective in getting shipowner cooperation, especially among those ships that regularly call on the Bay Area.

The success of this program has been in large part due to the efforts of the pilots in promptly reporting and documenting the violations, the proactive approach of the pilot organization in meeting with the ship's agents and owners in appropriate cases, and in the support of the Coast Guard in pursuing penalty action in egregious cases.

COAST GUARD/INDUSTRY RELATIONS

The **working relationship** between and among the San Francisco Bar Pilots, the Pilot Commission, industry and the Coast Guard has been described as one of the best in the country.

Senior representatives of the Marine Safety Office and the Vessel Traffic Service routinely attend the Board's monthly meetings and periodically address the Board on issues of mutual interest. The IRC and the MSO Investigating Officer work closely together and seek to conduct joint training of their investigators. Board representatives routinely attend harbor safety and maritime security meetings as well as the periodic change of command ceremonies at MSO and VTS.

Industry representatives are active participants at each of these functions and on the Board and its committees.

GOVERNORS' RE-ORGANIZATION PLAN

Last month, Governor Schwarzenegger submitted a reform proposal to The Little Hoover Commission. It recommends the elimination of some 88 boards and commissions, including the Pilot Commission. The Board's functions would be transferred to the Department of Consumer Affairs.

The Little Hoover Commission's role is advisory. It will review the proposal and submit its report to the Governor and to the Legislature.

By law, the Reorganization Plan will go into effect on the 61st day after its submission to the Legislature, unless it is rejected by the majority vote of either the Senate or the Assembly.

Currently, the Department of Consumer Affairs is planning to assume the duties of the Pilot Commission on July 1, 2005. Details of how the Department will administer the Board's functions have not yet been published. It is believed that, at least initially, the staff positions will be kept and an advisory committee will be established.

For further information contact:

Captain Patrick Moloney, Executive Director
Board of Pilot Commissioners
Telephone: (415) 397-2253
Facsimile: (415) 397-9463
e-mail: pilots@earthlink.net

TUG ESCORT WORK GROUP

From: Fred Henning, Work Group Chair
Subject: Upcoming Meeting, February 24, 2005
Date: February 10, 2005

The Tug Escort Workgroup has scheduled a meeting for Feb. 24 at 1000 at State Lands in Hercules. The meeting is to discuss two issues:

1. Escorts for chemical ships: The Bluewater Network working with Senator Machado's (Stockton) office is supporting new legislation similar to SB 1480 from last year. That legislation was vetoed by the Governor. This new legislation is aimed at requiring tug escorts for vessels carrying anhydrous ammonia and ammonium nitrate in bulk. A presentation was made by the Bluewater Network to the Technical Advisory Committee of OSPR last month. The committee suggested that the HSC's take a look at the issue and report back.
2. Bollard Pull testing for Escort tugs: Currently in San Francisco Bay there is a recertifying bollard pull test done every three 3 years to maintain Escort certification. San Diego Bay has recently amended their regulations so that no recertifying test is required as long as no modifications are made to the tugboat which may affect the tug's bollard pull. The harbors of LA/Long Beach are also examining the regulation due to the inability to find a suitable dock bollard for performing the tests.

We will be examining these issues in greater detail and will have state input from Joy Lavin-Jones from OSPR to update us on current status. Anyone interested is welcome to attend.

Respectively submitted,

Fred Henning

San Francisco Bay Region Berth Codes

Port Area	UNLOC	Dock	Recommended Dock Identifier *	Port Name	AIS Destination Code	
					(with Dock Identifier)	(USCG Minimum Required)
Alameda	NGZ	2	BSHIP	Bay Ship	NGZ 2 BSHIP	NGZ 2
Alameda	NGZ	3	MEXP	Marine Express	NGZ 3 MEXP	NGZ 3
Alameda	NGZ	4	REEF	Reefer Docks	NGZ 4 REEF	NGZ 4
Alameda	NGZ	5			NGZ 5	NGZ 5
Alameda	NGZ	6			NGZ 6	NGZ 6
Alameda	NGZ	7	MARSQ	Mariner Sq.	NGZ 7 MARSQ	NGZ 7
Alameda	NGZ	8	ENC	Encinal	NGZ 8 ENC	NGZ 8
Alameda	NGZ	9	DUT	Dutra	NGZ 9 DUT	NGZ 9
Alameda	NGZ	10			NGZ 10	NGZ 10
Alameda	NGZ	AP		Alameda Point/Naval Air Station	NGZ AP	NGZ AP
Alameda	NGZ	AP1		Alameda Point	NGZ AP1	NGZ AP1
Alameda	NGZ	AP2		Alameda Point	NGZ AP2	NGZ AP2
Alameda	NGZ	AP3		Alameda Point	NGZ AP3	NGZ AP3
Alameda	NGZ	AP4		Alameda Point	NGZ AP4	NGZ AP4
Alameda	NGZ	CGI		Coast Guard Is.	NGZ CGI	NGZ CGI
Alameda	NGZ	GW	GATE	Ferry Terminal	NGZ GW GATE	NGZ GW
Alameda	NGZ	HB		Harbor Bay Is.	NGZ HB	NGZ HB
Antioch	ANZ	1	FULT	Fulton	ANZ 1 FULT	ANZ 1
Antioch	ANZ	2	GYP	Gypsum Dock	ANZ 2 GYP	ANZ 2
Antioch	ANZ	3	GAY	Gaylord	ANZ 3 GAY	ANZ 3
Antioch	ANZ	4	KC	Kiecon	ANZ4KC	ANZ4
Benicia	BNC	1	HUNT	Huntway	BNZ 1 HUNT	BNZ 1
Benicia	BNC	2	CAR	Car Dock	BNZ 2 CAR	BNZ 2
Benicia	BNC	3	COKE	Coke Dock	BNZ 3 COKE	BNZ 3
Benicia	BNC	4	VAL	Valero	BNZ 4 VAL	BNZ 4
Berkeley	JBK	1		Hornblower	JBK 1	JBK 1
Concord	CCR	1	TUG		CCR 1 TUG	CCR 1
Concord	CCR	2	MOTCO	Military Ocean Terminal Concord	CCR 2 MOTCO	CCR 2
Concord	CCR	3	MOTCO	Military Ocean Terminal Concord	CCR 3 MOTCO	CCR 3
Concord	CCR	4	MOTCO	Military Ocean Terminal Concord	CCR 4 MOTCO	CCR 4
Crockett	CRM	1	CH	C & H Sugar	CRM 1 CH	CRM 1
Larkspur	---	LK		Ferry Terminal	--- LK	--- LK
Martinez	MRZ	1	OZOL	Ozol Dock	MRZ 1 OZOL	MRZ 1
Martinez	MRZ	2	SHELL-L	Shell 2 Martinez/Equilon	MRZ 2 SHELL-L	MRZ 2
Martinez	MRZ	3	SHELL-U	Shell 1 Martinez/Equilon	MRZ 3 SHELL-U	MRZ 3
Martinez	MRZ	4	SAND	Sand Dock Martinez	MRZ 4 SAND	MRZ 4
Martinez	MRZ	5	AMORC	Amorco	MRZ 5 AMORC	MRZ 5
Martinez	MRZ	6	MTL	Shore Terminals Martinez/Kaneb	MRZ 6 MTL	MRZ 6
Martinez	MRZ	7	AVON-L		MRZ 7 AVON-L	MRZ 7
Martinez	MRZ	8	AVON-U		MRZ 8 AVON-U	MRZ 8
Monterey	MRY			Monterey	MRY	MRY

* You may use another abbreviation but it must clearly identify the dock to which you are going.

San Francisco Bay Region Berth Codes

Port Area	UNLOC	Dock	Recommended Dock Identifier *	Port Name	AIS Destination Code (with Dock Identifier)	AIS Destination Code (USCG Minimum Required)
Moss Landing	MLG			Moss Landing	MLG	MLG
Oakland	OAK	7		The Old Army Docks	OAK 7	OAK 7
Oakland	OAK	8		The Old Army Docks	OAK 8	OAK 8
Oakland	OAK	9		The Old Army Docks	OAK 9	OAK 9
Oakland	OAK	20		Maersk / Sealand	OAK 20	OAK 20
Oakland	OAK	22		Maersk / Sealand	OAK 22	OAK 22
Oakland	OAK	23			OAK 23	OAK 23
Oakland	OAK	24		Maersk / Sealand	OAK 24	OAK 24
Oakland	OAK	25		Maersk / Sealand	OAK 25	OAK 25
Oakland	OAK	26		Maersk / Sealand	OAK 26	OAK 26
Oakland	OAK	30		Trans Pacific Container	OAK 30	OAK 30
Oakland	OAK	32		Seventh Street	OAK 32	OAK 32
Oakland	OAK	33		Seventh Street	OAK 33	OAK 33
Oakland	OAK	34		Seventh Street	OAK 34	OAK 34
Oakland	OAK	35		SeaSide Transportation	OAK 35	OAK 35
Oakland	OAK	37		SeaSide Transportation	OAK 37	OAK 37
Oakland	OAK	38		SeaSide Transportation	OAK 38	OAK 38
Oakland	OAK	55		Hanjin	OAK 55	OAK 55
Oakland	OAK	56		Hanjin	OAK 56	OAK 56
Oakland	OAK	57		Stevedoring Services	OAK 57	OAK 57
Oakland	OAK	58		Stevedoring Services	OAK 58	OAK 58
Oakland	OAK	59		Stevedoring Services	OAK 59	OAK 59
Oakland	OAK	60		American President Lines	OAK 60	OAK 60
Oakland	OAK	61		American President Lines	OAK 61	OAK 61
Oakland	OAK	62		American President Lines	OAK 62	OAK 62
Oakland	OAK	63		American President Lines	OAK 63	OAK 63
Oakland	OAK	65	SCHN	Schnitzer Steel	OAK 65 SCHN	OAK 65
Oakland	OAK	67		Howard Terminal	OAK 67	OAK 67
Oakland	OAK	68		Howard Terminal	OAK 68	OAK 68
Oakland	OAK	69			OAK 69	OAK 69
Oakland	OAK	80	SAND	Berkeley Redimix	OAK 80 SAND	OAK 80
Oakland	OAK	82		Ninth Avenue Terminal	OAK 82	OAK 82
Oakland	OAK	83		Ninth Avenue Terminal	OAK 83	OAK 83
Oakland	OAK	84		Ninth Avenue Terminal	OAK 84	OAK 84
Oakland	OAK	99		Tide Water	OAK 99	OAK 99
Oakland	OAK	CS	CLAY	Jack London Square	OAK CS CLAY	OAK CS
Petaluma	PUM	1	POM	Pomery / Santa Fe	PUM 1 POM	PUM 1
Petaluma	PUM	2	JCO	Jericho	PUM 2 JCO	PUM 2
Pittsburg	PBG	1	PGE	Pittsburg Power / PG& E	PBG 1 PGE	PBG 1
Pittsburg	PBG	2	DIA	Pilot Change	PBG 2 DIA	PBG 2
Pittsburg	PBG	3	BBULK	Bay Bulk	PBG 3 BBULK	PBG 3
Pittsburg	PBG	4	POSCO	POSCO	PBG 4 POSCO	PBG 4
Pittsburg	PBG	5	SALT	Salt Dock	PBG 5 SALT	PBG 5
Pittsburg	PBG	6	CHEM	Chemical Dock	PBG 6 CHEM	PBG 6
Port Costa	PCX			Port Costa	PCX	PCX

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San Francisco Bay Region Berth Codes

Port Area	UNLOC	Dock	Recommended Dock Identifier *	Port Name	AIS Destination Code (with Dock Identifier)	AIS Destination Code (USCG Minimum Required)
Redwood City	RWC	1		RWC Port	RWC 1	RWC 1
Redwood City	RWC	2		RWC Port	RWC 2	RWC 2
Redwood City	RWC	3		RWC Port	RWC 3	RWC 3
Redwood City	RWC	4		RWC Port	RWC 4	RWC 4
Redwood City	RWC	5		RWC Port	RWC 5	RWC 5
Redwood City	RWC	6	SALT	Leslie Salt	RWC 6 SALT	RWC 6
Richmond	RCH	1	IPAR1	Richmond Terminal 1 / Parr 1	RCH 1 PAR1	RCH 1
Richmond	RCH	2	FOSS	Foss Maritime	RCH 2 FOSS	RCH 2
Richmond	RCH	3	MSRC	MSRC	RCH 3 MSRC	RCH 3
Richmond	RCH	4	GDOCK	Graving Dock	RCH 4 GDOCK	RCH 4
Richmond	RCH	5	RCIP6A	Tudor Saliba/Richmond / Auto Warehouse Co./ Canal Industrial Park 6A	RCH 5 RCIP6A	RCH 5
Richmond	RCH	6	RCIP6B	Auto Warehouse Co. / Richmond Canal Industrial Park 6B	RCH 6 RCIP6B	RCH 6
Richmond	RCH	7	RCIP6C	Auto Warehouse Co. / Richmond Canal Industrial Park 6C	RCH 7 RCIP6C	RCH 7
Richmond	RCH	8	RCIP 7	Auto Warehouse Co. / Richmond Canal Industrial Park 7	RCH 8 RCIP 7	RCH 8
Richmond	RCH	9	ARCO	BP / ARCO	RCH 9 ARCO	RCH 9
Richmond	RCH	10	CLBY	Clean Bay	RCH 10 CLBY	RCH 10
Richmond	RCH	11	UNI T	Conoco Phillips / Kinder Morgan / Unitank Tanker	RCH 11 UNI T	RCH 11
Richmond	RCH	12	UNI B	Conoco Phillips / Kinder Morgan / Unitank Tanker	RCH 12 UNI B	RCH 12
Richmond	RCH	14	GYP	Gypsum	RCH 14 GYP	RCH 14
Richmond	RCH	15	SUG	Sugar Dock	RCH 15 SUG	RCH 15
Richmond	RCH	16	BURMA	Burma	RCH 16 BURMA	RCH 16
Richmond	RCH	17	IMTT	IMTT	RCH 17 IMTT	RCH 17
Richmond	RCH	18	MANSN	Manson	RCH 18 MANSN	RCH 18
Richmond	RCH	19	LV5C	Levin Terminals / SIMMS LMC	RCH 19 LV5C	RCH 19
Richmond	RCH	20	LV5B	Levin Terminals / SIMMS LMC	RCH 20 LV5B	RCH 20
Richmond	RCH	21	LV5A	Levin Terminals / SIMMS LMC	RCH 21 LV5A	RCH 21
Richmond	RCH	22	TIME	Kaneb / Shore Terminals / Time Oil	RCH 22 TIME	RCH 22
Richmond	RCH	23	CAOIL	California Oils	RCH 23 CAOIL	RCH 23
Richmond	RCH	24	PAR 3	Richmond Terminal 3 / Parr 3	RCH 24 PAR 3	RCH 24
Richmond	RCH	25	FORD	Ford Motors	RCH 25 FORD	RCH 25
Richmond	RCH	PSP1	CPT	Castro Pt.	RCH PSP1 CPT	RCH PSP1
Richmond	RCH	PSP2	MLT	Molate	RCH PSP2 MLT	RCH PSP2
Richmond	RCH	PSP3	ORT	Pt. Orient	RCH PSP3 ORT	RCH PSP3
Richmond	RCH	PSP4	PAR 4	Richmond Terminal #4 / PacTank / Pac Mol Co / Parr 4	RCH PSP4 PAR 4	RCH PSP4
Richmond	RCH	RLW1	CHEV	Chevron	RCH RLW1 CHEV	RCH RLW1
Richmond	RCH	RLW2	CHEV	Chevron	RCH RLW2 CHEV	RCH RLW2
Richmond	RCH	RLW3	CHEV	Chevron	RCH RLW3 CHEV	RCH RLW3
Richmond	RCH	RLW4	CHEV	Chevron	RCH RLW4 CHEV	RCH RLW4
Richmond	RCH	RLW5	CHEV	Tug	RCH RLW5 CHEV	RCH RLW5
Richmond	RCH	RLW5A	CHEV	Tug	RCH RLW5A CHEV	RCHRLW5A
Richmond	RCH	RLW5B	CHEV	Tug	RCH RLW5BCHEV	RCHRLW5B
Richmond	RCH	RLW6	CHEV	Chevron	RCH RLW6 CHEV	RCHRLW6
Richmond	RCH	RLW7	CHEV	Chevron	RCH RLW7 CHEV	RCHRLW7
Richmond	RCH	RLW8	CHEV	Chevron	RCH RLW8 CHEV	RCHRLW8
Richmond	RCH	RLW9	CHEV	Chevron	RCH RLW9 CHEV	RCH RLW9
Richmond	RCH	RLW10	CHEV	Chevron	RCH RLW10 CHEV	RCHRLW10
Richmond	RCH	RLW11	CHEV	Chevron	RCH RLW11 CHEV	RCH RLW11

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San Francisco Bay Region Berth Codes

Port Area	UNLOC	Dock	Recommended Dock Identifier *	Port Name	AIS Destination Code	
					(with Dock Identifier)	(USCG Minimum Required)
Richmond	IRCH	IRLW12	ICHEV	Chevron	IRCHRLW12CHEV	IRCHRLW12
Rodeo	---	ROD1	PRC	Pacific Refining	--ROD 1 PRC	--ROD 1
Rodeo	---	ROD2	OLE B	Oleum Barge Dock	--ROD 2 OLE U	--ROD 2
Rodeo	---	ROD3	OLE L	Oleum Lower / M1	--ROD 3 OLE L	--ROD 3
Rodeo	---	ROD4	OLE C	Oleum Center / M3 / Crude	--ROD 4 OLE C	--ROD 4
Rodeo	---	ROD5	OLE U	Oleum Upper / M2	--ROD 5 OLE U	--ROD 5
Rodeo	---	ROD6		Oleum Lay Berth	--ROD 6	--ROD 6
Rodeo	---	ROD7		TBD	--ROD 7	--ROD 7
Rodeo	---	ROD8	SELBY	Wickland Oil	--ROD 8 SELBY	--ROD 8
Sacramento	SAC	1		Sacramento Port	SAC 1	SAC 1
Sacramento	SAC	2		Sacramento Port	SAC 2	SAC 2
Sacramento	SAC	3		Sacramento Port	SAC 3	SAC 3
Sacramento	SAC	4		Sacramento Port	SAC 4	SAC 4
Sacramento	SAC	5		Sacramento Port	SAC 5	SAC 5
Sacramento	SAC	6		Sacramento Port	SAC 6	SAC 6
Sacramento	SAC	7		Sacramento Port	SAC 7	SAC 7
Sacramento	SAC	8		Sacramento Port	SAC 8	SAC 8
Sacramento	SAC	CHEM		Chemical Pier	SAC CHEM	SAC CHEM
San Francisco	SFO	1		SF Port	SFO 1	SFO 1
San Francisco	SFO	3		SF Port	SFO 3	SFO 3
San Francisco	SFO	5		SF Port	SFO 5	SFO 5
San Francisco	SFO	7		SF Port	SFO 7	SFO 7
San Francisco	SFO	9		SF Port	SFO 9	SFO 9
San Francisco	SFO	15		SF Port	SFO 15	SFO 15
San Francisco	SFO	17		SF Port	SFO 17	SFO 17
San Francisco	SFO	19		SF Port	SFO 19	SFO 19
San Francisco	SFO	23		SF Port	SFO 23	SFO 23
San Francisco	SFO	24		SF Port	SFO 24	SFO 24
San Francisco	SFO	26		SF Port	SFO 26	SFO 26
San Francisco	SFO	27A		SF Port	SFO 27A	SFO 27A
San Francisco	SFO	27B		SF Port	SFO 27B	SFO 27B
San Francisco	SFO	28		SF Port	SFO 28	SFO 28
San Francisco	SFO	29		SF Port	SFO 29	SFO 29
San Francisco	SFO	30		SF Port	SFO 30	SFO 30
San Francisco	SFO	32		SF Port	SFO 32	SFO 32
San Francisco	SFO	34		SF Port	SFO 34	SFO 34
San Francisco	SFO	35S		SF Port	SFO 35S	SFO 35S
San Francisco	SFO	35N		SF Port	SFO 35N	SFO 35N
San Francisco	SFO	36		SF Port	SFO 36	SFO 36
San Francisco	SFO	38		SF Port	SFO 38	SFO 38
San Francisco	SFO	40		SF Port	SFO 40	SFO 40
San Francisco	SFO	41		SF Port	SFO 41	SFO 41
San Francisco	SFO	42		SF Port	SFO 42	SFO 42
San Francisco	SFO	43		SF Port	SFO 43	SFO 43
San Francisco	SFO	45		SF Port	SFO 45	SFO 45
San Francisco	SFO	48		SF Port	SFO 48	SFO 48

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San Francisco Bay Region Berth Codes

Port Area	UNLOC	Dock	Recommended Dock Identifier *	Port Name	AIS Destination Code (with Dock Identifier)	AIS Destination Code (USCG Minimum Required)
San Francisco	SFO	50A		SF Port	SFO 50A	SFO 50A
San Francisco	SFO	50B		SF Port	SFO 50B	SFO 50B
San Francisco	SFO	50C		SF Port	SFO 50C	SFO 50C
San Francisco	SFO	50D		SF Port	SFO 50D	SFO 50D
San Francisco	SFO	50F		Pier 50, Pier Face	SFO 50F	SFO 50F
San Francisco	SFO	54		SF Port	SFO 54	SFO 54
San Francisco	SFO	70		San Francisco Dry Dock	SFO 70	SFO 70
San Francisco	SFO	80A		Marine Terminals Corp	SFO 80A	SFO 80A
San Francisco	SFO	80B		Marine Terminals Corp	SFO 80B	SFO 80B
San Francisco	SFO	80C		Marine Terminals Corp	SFO 80C	SFO 80C
San Francisco	SFO	80D		Marine Terminals Corp	SFO 80D	SFO 80D
San Francisco	SFO	84		SF Port	SFO 84	SFO 84
San Francisco	SFO	90		SF Port	SFO 90	SFO 90
San Francisco	SFO	92		SF Port	SFO 92	SFO 92
San Francisco	SFO	96N		SF Port	SFO 96N	SFO 96N
San Francisco	SFO	96S		SF Port	SFO 96S	SFO 96S
San Francisco	SFO	A4		Anchorage	SFO A4	SFO A4
San Francisco	SFO	A5		South Hampton Shoal Anchorage	SFO A5	SFO A5
San Francisco	SFO	A6		Anchorage	SFO A6	SFO A6
San Francisco	SFO	A7		Treasure Island	SFO A7	SFO A7
San Francisco	SFO	A8		Anchorage	SFO A8	SFO A8
San Francisco	SFO	A9		Anchorage	SFO A9	SFO A9
San Francisco	SFO	A10		Anchorage	SFO A10	SFO A10
San Francisco	SFO	A12		Anchorage	SFO A12	SFO A12
San Francisco	SFO	A13		Anchorage	SFO A13	SFO A13
San Francisco	SFO	A14		Anchorage	SFO A14	SFO A14
San Francisco	SFO	A18		Anchorage	SFO A18	SFO A18
San Francisco	SFO	A19		Anchorage	SFO A19	SFO A19
San Francisco	SFO	A20		Anchorage	SFO A20	SFO A20
San Francisco	SFO	A21		Anchorage	SFO A21	SFO A21
San Francisco	SFO	A22		Carquinez Strait Anchorage	SFO A22	SFO A22
San Francisco	SFO	A23		Benicia Anchorage	SFO A23	SFO A23
San Francisco	SFO	A24		Anchorage	SFO A24	SFO A24
San Francisco	SFO	A26		Anchorage / Ready Reserve Fleet	SFO A26	SFO A26
San Francisco	SFO	A27		Anchorage	SFO A27	SFO A27
San Francisco	SFO	A28		Anchorage	SFO A28	SFO A28
San Francisco	SFO	A30		Anchorage	SFO A30	SFO A30
San Francisco	SFO	AZ		Alcatraz	SFO AZ	SFO AZ
San Francisco	SFO	BLNT		Blunt Point - Pilot Change	SFO BLNT	SFO BLNT
San Francisco	SFO	BP		SBC Ball Park	SFO BP	SFO BP
San Francisco	SFO	CP		Candlestick Park	SFO CP	SFO CP
San Francisco	SFO	D2		Dump Site 2	SFO D2	SFO D2
San Francisco	SFO	DA		Dredge Site A - Area North of Raccoon Strait Buoy #1	SFO DA	SFO DA
San Francisco	SFO	DB		Dredge Site B - Area just south of Raccoon Strait Buoy #1	SFO DB	SFO DB
San Francisco	SFO	DC		Dredge Site C - Area South of Harding Rock Buoy	SFO DC	SFO DC
San Francisco	SFO	DD		Dredge Site D - Area ¼ nm north of Alcatraz	SFO DD	SFO DD
San Francisco	SFO	DE		Dredge Site E - Area just west of Alcatraz Island to Alcatraz Shoal	SFO DE	SFO DE
San Francisco	SFO	DF		Dredge Site F - Area surrounding Alcatraz Shoal to Arch Rock	SFO DF	SFO DF
San Francisco	SFO	DG		Dredge Site G - Area north of Aquatic Park to Alcatraz	SFO DG	SFO DG

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San Francisco Bay Region Berth Codes

Port Area	UNLOC	Dock	Recommended Dock Identifier *	Port Name	AIS Destination Code (with Dock Identifier)	AIS Destination Code (USCG Minimum Required)
San Francisco	SFO	IDH		Dredge Site H - Presidio Shoal	SFO DH	SFO DH
San Francisco	SFO	IDM		Dredge Site M - Middle Ground near Markers #20 & #21 Suisun Bay	SFO DM	SFO DM
San Francisco	SFO	IDN		Dredge Site N - Chipps Island to Broad Slough, Suisun Bay	SFO DN	SFO DN
San Francisco	SFO	IFB		Ferry Terminal	SFO FB	SFO FB
San Francisco	SFO	IFMC1		S F Marine Exchange/Fort Mason	SFO FMC1	SFO FMC1
San Francisco	SFO	IFMC2		Fort Mason	SFO FMC2	SFO FMC2
San Francisco	SFO	IFMC3		Fort Mason	SFO FMC3	SFO FMC3
San Francisco	SFO	ICF		SF City Front - Pilot Change	SFO CF	SFO CF
San Francisco	SFO	IHP		Hunters Point Shipyard	SFO HP	SFO HP
San Francisco	SFO	IYYP		New York Point - Pilot Change	SFO NYP	SFO NYP
San Francisco	SFO	IPITT		Pittsburg - Pilot Change	SFO PITT	SFO PITT
San Francisco	SFO	Z1		Tanker Escort Zone #1	SFO Z1	SFO Z1
San Francisco	SFO	Z2		Tanker Escort Zone #2	SFO Z2	SFO Z2
San Francisco	SFO	Z3		Tanker Escort Zone #3	SFO Z3	SFO Z3
San Francisco	SFO	Z4		Tanker Escort Zone #4	SFO Z4	SFO Z4
San Francisco	SFO	Z5		Tanker Escort Zone #5	SFO Z5	SFO Z5
San Francisco	SFO	Z6		Tanker Escort Zone #6	SFO Z6	SFO Z6
San Rafael	SRF	1	MCN	McNears	SRF 1 MCN	SRF 1
Sausalito	JMC	AI		Angel Is. Hospital Cove	JMC AI	JMC AI
Sausalito	JMC	EG		Angel Is. East Garrison	JMC EG	JMC EG
Sausalito	JMC	SS		Ferry Terminal	JMC SS	JMC SS
Stockton	STK	1		Stockton Port	STK 1	STK 1
Stockton	STK	2		Stockton Port	STK 2	STK 2
Stockton	STK	3		Stockton Port	STK 3	STK 3
Stockton	STK	4		Stockton Port	STK 4	STK 4
Stockton	STK	5		Stockton Port	STK 5	STK 5
Stockton	STK	6		Stockton Port	STK 6	STK 6
Stockton	STK	7		Stockton Port	STK 7	STK 7
Stockton	STK	8		Stockton Port	STK 8	STK 8
Stockton	STK	9		Stockton Port	STK 9	STK 9
Stockton	STK	10		Stockton Port	STK 10	STK 10
Stockton	STK	11		Stockton Port	STK 11	STK 11
Stockton	STK	12		Stockton Port	STK 12	STK 12
Stockton	STK	13		Stockton Port	STK 13	STK 13
Stockton	STK	RR14		Rough & Ready Is.	STK RRI14	STK RRI14
Stockton	STK	RR15		Rough & Ready Is.	STK RRI15	STK RRI15
Stockton	STK	RR16		Rough & Ready Is.	STK RRI16	STK RRI16
Stockton	STK	RR17		Rough & Ready Is.	STK RRI17	STK RRI17
Stockton	STK	RR18		Rough & Ready Is.	STK RRI18	STK RRI18
Stockton	STK	RR19		Rough & Ready Is.	STK RRI19	STK RRI19
Stockton	STK	RR120		Rough & Ready Is.	STK RRI20	STK RRI20
Tiburon	XTN	TB		Ferry Terminal	XTN TB	XTN TB
Vallejo	VLO	1	CMA	California Maritime Academy	VLO 1 CMA	VLO 1
Vallejo	VLO	2	KFM	Old Flour Dock	VLO 2 KFM	VLO 2

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San Francisco Bay Region Berth Codes

Port Area	UNLOC	Dock	Recommended Dock Identifier *	Port Name	AIS Destination Code (with Dock Identifier)	AIS Destination Code (USCG Minimum Required)
Vallejo	VLO	IVJ	1	Ferry	VLO VJ	VLO VJ
Vallejo	VLO	4-24	TBD	Mare Island	VLO 4-24 TBD	VLO 4-24
Vallejo	VLO	53-56	TBD	Mare Island	VLO 53-56 TBD	VLO 53-56

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**FERRY OPERATIONS WORK GROUP MEETING
JANUARY 26, 2005**

The following were in attendance: Nancy Pagan, Chair, Ferry Operators Committee, HSC; Mik Beatie, HSC; Marina Secchitano, HSC; West Starraft, Bay Crossings; Al Storm, OSPR; Dan George, Captain, Golden Gate Ferry; Mark Kasanin, Chair, Technical Advisory Committee, Water Transit Authority; Tom Lee, Captain, Blue & Gold Fleet; Ron Chamberlain, Port of Benicia; Alan Steinbrugge, Marine Exchange; Chris Robinson, USCG; Ellis Moose, USCG; Bob Chedsey, State Lands Commission and Heidi Machen from the Water Transit Authority.

Two issues of concern were raised at the meeting, the COI inspections and the safety of High Speed Ferries.

At the last work group meeting there was discussion that the MATRIX from NVIC 5-01 Guidance for Enhancing the Operational Safety of Domestic High Speed Ferries was a forum, a risk-based means, to examine manning and receive input from all interested parties; the vessel Captain, Crew, Company representative and the Coast Guard Inspector. The Work Group was satisfied with this outcome, as all parties would be included in the process. Based on information provided at this meeting, that has not happened. The Coast Guard explained that if one or more of the parties do not attend the inspection, the examination using the MATRIX couldn't take place.

It was noted that ferry operators have not had a representative in attendance at all inspections of high speed vessels and therefore, no changes can be made to the Certificate of Inspection (COI).

The Work Group would like to see a revision in the Matrix to require that all parties must attend each COI inspections. Upon questioning the Coast Guard stated there was no regulation requiring attendance at the inspections and interested parties could write their Congressman.

There was extensive discussion on navigational safety issues for high-speed ferries when only one (1) licensed officer is in the wheelhouse. There is one company in the bay area that has two-licensed Captains in the wheelhouse on high-speed ferries; the others have one licensed Captain and one high-speed senior deckhand. The Ferry Captains feel that the SF Bay is a high profile area and there is a need for more safety controls on high-speed ferries that are subject to elevated risks and that two-licensed Captains would mitigate this risk. If a Captain were down the safety issues could be tremendous without proper experienced personnel. The Work Group feels that near miss incidents or unsafe conditions are extremely important to document and would like to see companies encourage their employees to report near misses with no retribution.

The Working Group suggested expanding the subcommittee to include a representative from the Bar Pilots, as they are very involved in navigational safety issues raised at the Harbor Safety Committee and could provide valuable input.

Another meeting will be scheduled to continue discussion on these topics.



Feb. 1, 2005

FOR IMMEDIATE RELEASE

For Further Information:

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**Foss Reorganization Taps Executive Talent;
Aligns Company to Deal with Changing Marketplace**

SEATTLE -- Foss Maritime today announced a reorganization of top management designed to address changing market conditions, help the company continue to grow and provide opportunities for talented and upcoming executives.

As part of the reorganization, Scott Merritt, formerly Vice President for Shipyards, Engineering and Project Management, becomes Senior Vice President for Harbor Services and Regional Towing.

Gary Faber, formerly Foss Executive Vice President, takes on the new position of Executive Vice President for Marine Transportation and Global Services.

Both will report directly to Paul Stevens, Chairman of Foss Maritime Company and President and Chief Executive Officer of Marine Resources Group (MRG).

Stevens said Merritt and Faber will be “very independent, with full autonomy to run their respective divisions of Foss and work toward improving their profitability.”

In conjunction with the changes, Steve Scalzo, President and CEO of Foss since 2000, becomes Chief Operating Officer of MRG, where he will address strategic issues and growth opportunities at Foss and the five other marine transportation services companies owned by MRG. Plans for Scalzo’s move were announced last spring.

Stevens explained that Merritt’s appointment, and the creation of the autonomous Harbor Services and Regional Towing division, will enable Foss to ramp up its focus on an area of business that has become increasingly competitive.

Faber’s division will concentrate on continued expansion of what has been a growing area for Foss: marine transportation and worldwide projects.

The company recently signed a contract with Exxon Neftegas Limited to provide heavy-lift transportation services this year for an oil-development site in the Russian Far East. Foss was involved in a similar project in 2003.

“Looking to the long-term, we needed to continue to develop our executive staff, and this reorganization provides a unique opportunity to give key executives in our company additional experience and broaden their skill base,” Stevens said.

“We also are recognizing the changes in market conditions and growth opportunities,” he added, “and we are aligning the organization to deal with those things.”

Other Foss appointments announced today include: Tim Brewer, former Director of National Accounts, becomes Vice President of Sales; Toby Holmes, formerly Director of Market Research at MRG, becomes Director of Pricing and Market Strategy at Foss; Bruce Reed, former Northwest Regional Director, becomes Vice President for Administration Services and Quality Assurance; and Shelly Rieger, former Director of Marketing, becomes Director of Marketing and Planning.

Also, Don McElroy, former Vice President for Marine Transportation and Petroleum, becomes Senior Vice President for Marine Transportation and Petroleum; and Andy Stevens, former Director of Marketing and Planning, becomes Vice President for Shipyards, Engineering and Project Management.

Seattle-based Foss is the West Coast’s leading provider of harbor services and regional transportation, with operations in all major ports. The company also operates two shipyards and offers worldwide marine transportation, emphasizing safety and high-quality service.

Editors: Photos of Scott Merritt, Gary Faber and Paul Stevens are available on request.