

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 9th, 2006

Port of San Francisco, Pier 1 Conference Center, San Francisco California

Joan Lundstrom, Chair of the Harbor Safety Committee of the San Francisco Bay Region (HSC), San Francisco Bay Conservation and Development Commission (BCDC); called the meeting to order at 1002. **Alan Steinbrugge**, Marine Exchange of the San Francisco Bay Region (Marine Exchange); confirmed a quorum of the HSC.

The following committee members and alternates were in attendance: **Capt. Marc Bayer**, Tesoro Maritime Company; **Capt. Pete Bonebakker**, ConocoPhillips; **Margot Brown**, National Boating Federation; **Sue Cauthen**, San Francisco Tomorrow; **Ron Chamberlain**, Port of Benicia; **John Davey**, Port of San Francisco; **David Dwinell**, Army Corps of Engineers (COE); **Capt. Fred Henning**, Baydelta Maritime; **Michael McMillan**, Port of Oakland; **Capt. Peter Peers**, National Cargo Bureau; **Capt. Robert Pinder**, San Francisco Bar Pilots (Bar Pilots); **Linda Scourtis**, BCDC; **Marina V. Secchitano**, Inland Boatmen's Union; **Capt. Dan Massey**, Foss Maritime Company; **Capt. Paul Bishop**, Ferry Operator; **Rebecca Smyth**, National Oceanic and Atmospheric Administration; **Capt. William Uberti**, United States Coast Guard (USCG), Sector San Francisco; **Thomas Wilson**, Port of Richmond.

Also present and reporting to the HSC were **Bob Chedsey**, California State Lands Commission (State Lands); **Rick Holly**, California Office of Spill Prevention and Response, (OSPR); **Sean Kelly**, USCG Vessel Traffic Service (VTS); **Cmdr. Gordon Loebel**, USCG; **LtCmdr. Ross Sargent**, USCG.

The meeting was open to the public.

Approval of the Minutes

There were corrections to the minutes of January 12th, 2006:

- On page one, the first bullet of **Capt. Uberti's** comments should read: The master of the *S/V Lady Washington* voluntarily surrendered his license after alliding with the Union Pacific Railroad Bridge.
- On page two, sixth bullet, second sentence should read: **Lundstrom** asked Sector San Francisco to look into the difference between vessel traffic numbers provided by USCG Vessel Traffic Service (VTS) and the Marine Exchange.
- On page two, the first sentence of the second bullet from the bottom: Correct the spelling of sever to severe.
- On page four, the second sentence of the second bullet of **Brown's** report should read: The agenda will be a discussion with . . . etc.
- On page four, the last sentence of the last paragraph should read: The absence of real-time data . . . etc.

It was moved and seconded to accept the minutes as ammended. The motion passed without discussion or dissent.

Comments by the Chair – Lundstrom

- **Rich Smith**, Westar Marine Services, will chair the March meeting of the HSC.
- Details on the 8th Annual Harbor Safety Committee Conference (HSCC) can be found at <http://www.trb.org/conferences/hsc/>
- Their were two items of interest in *Latitude 38*, the local sailing magazine. The first encouraged sailors to be safe and not to push there luck. The second called for the return of the column written by the local Coast Guard, which had been a great favorite in the past.

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Coast Guard Report – Captain Uberti

Kelley said the main difference between VTS and Marine Exchange monthly traffic statistics had to do with the way they counted articulated tug and barge vessels. VTS counts them in the tug and tow category while the Marine Exchange counts them as a single vessel.

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

Capt. Uberti offered more details on two cases that involved fishing vessels:

- USCG made two attempts to refloat the *Intrepid* at Crescent City. USCG then agreed that OSPR could raise the vessel and USCG would pump off the remaining oil.
- The *Miss Kelley* was a tough case since she went on the rocks in bad weather, on a very difficult stretch of the coast near the mouth of the Noyo River. The two crewmen on board were rescued by helicopter. Since the vessel had already lost the great bulk of her diesel fuel and lube oils, there was no immediate effort made to remove her due to the extreme difficulty of doing so safely. Parker Diving was hired to deal with remaining amounts of diesel and lubes. All equipment and personnel were carried to the site by helicopter. Alcohol and drug tests were administered, and the investigation was ongoing.

There were questions at this stage of the report:

- **Cmdr. Loebel** said that data is collected on radar failures, but is not routinely reported on. He said that if Sector San Francisco detected a continuing problem with a specific radar company they would notify USCG headquarters. **Capt. Uberti** said that that type of information was not reportable on form 2692.
- **LtCmdr. Sargent** said that there are no standard visibility parameters that control the granting of deviations. He said that it is a matter of interpreting prevailing circumstances at a specific location. **LtCmdr. Sargent** said that a call to VTS would result in a quick answer.

The Coast Guard report resumed with **Cmdr. Loebel** talking about the M/V *Phoenix*:

- The *Phoenix* is an Antigua and Barbuda flagged container ship that regularly visits Long Beach, Oakland, and Seattle. She was built in 1989 in such a way that pilot boarding ladders do not hang flat against her side; that is a violation of international Safety of Life at Sea (SOLAS) regulations.
- The vessel owner has been negotiating with the Bar Pilots. The short term solution is for the inbound pilot for Oakland to board the ship in Long Beach while the outbound pilot will get off the ship in Seattle.
- The USCG has issued a letter of deficiency to the owners; that starts a thirty day time period during which to resolve the issue. This process can run through three levels: the classification society, port-state control, then flag-state control.

Capt. Bonebakker said that there was an article on ladder safety at the web-site of the International Maritime Pilots Association. That article can be found at this link:

http://www.internationalpilots.org/haferdetay_articles.asp?kategori_no=36&id=60

Clearinghouse Report – Alan Steinbrugge

Steinbrugge read from a report that was attached to the minutes.

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OSPR Report – Holly

- OSPR met with the California Air Resources Board (CARB) after the January HSC meeting to discuss CARB's proposed fuel-switching requirements. CARB is open to risk analysis and would like to meet with the Navigation Work Group.
- California Senate Bill 403, that creates a Chemical Tanker Task Force, passed the California Senate on January 26th. The bill would require OSPR to convene the task force. The definitions in the bill are so broad that they might include almost any ship. **Senator Michael Machado**, D-Linden, sponsored the bill.

Lundstrom said that the Tug Escort Work Group had written letters and met with **Machado's** staff in an effort to educate them about the broad nature of the definitions in the bill. **Capt. Henning** said that they had been assured that the definitions would be tightened. **Lundstrom** asked the Tug Escort Work Group to get in touch with **Machado's** office and to see what could be done now that the bill was in the California Assembly.

Holly responded to questions:

- The remains of the *Miss Kelley* were eventually removed by a crane placed on the cliff above the site of the grounding. The only other alternative was to remove it by helicopter.
- The *Phoenix* has fixed problems with her contingency plans.

NOAA Report – Smyth

- The 2006 edition of *Coast Pilot 7* is out now. It includes big changes for San Francisco Bay. Please contact Gerry Wheaton or Smyth if you need to discuss any issues.
- NOAA's Raster Navigation Charts are now available for free download at <http://nauticalcharts.noaa.gov/mcd/Raster/download>.

COE Report – Dwinell

Dwinell read from a written report that was attached to the minutes.

Capt. Bonebakker and **Capt. Pinder** spoke in favor of sand mining operations where possible. **Capt. Bonebakker** said that it was a win-win situation for everyone. **Dwinell** said that it had been a long time coming.

Dwinell responded to questions:

Philip Shannin is the point of contact for sand dredging operations. He can be reached at 415.977.8445. **Steve Chester**, Dredging Program Manager, can be reached at 415.977.8679.

State Lands Commission Report – Chedsey

- State Lands monitored two spills. In both cases there were failures in terminal containment systems.
- Marine Oil Terminal Engineering and Maintenance Standards (MOTEMS) went into effect on February 6th. The regulations tried to take into account lessons learned and available technologies.
- The next customer service meeting would be March 1st. Weather and containment would be on the agenda.

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Water Transit Authority (WTA), Technical Advisory Committee (TAC) Report – Lundstrom

- **Len Cardoza**, Port of Oakland, had prepared a report that was attached to the minutes and available on the welcome table.

National Weather Service (NWS) Report – Dave Reynolds, NWS Meteorologist

- The Climate Prediction Center has declared that a La Niña pattern is in effect. That means that the waters in the equatorial mid-Pacific are colder than normal.
- The La Niña weather pattern normally means that California would experience colder and drier weather than normal. There is another weather pattern at work known as the Madden-Julian Oscillation (MJO), which was responsible for the warm and wet storms in December. The MJO would be returning to the Northern California area in the week after the HSC meeting. If the trough settled off shore it could result in a pattern of colder and wetter weather.
- NWS is also trying to determine the impact of global warming. Three of the wettest years in the last eighty were in the last ten-year period. Extremely wet years are expected to continue at a higher frequency than in the past, when there were longer gaps between years like 1954 and 1965.
- Other effects include warmer storms. That will lead to more runoff during the winter, and less during the spring and summer. Along with rising sea-levels and normal high-tide cycles, there will be more instances of coastal flooding.
- NWS is working to improve local services by coupling various existing models. These models include wave and three-dimensional current models created by the US Geological Survey (USGS), the Weather Research and Forecasting (WRF) models used by the NWS at Monterey, and a wave model used at NWS headquarters. Data from the Physical Oceanographic Real Time System (PORTS) will be used to validate the modeling efforts.
- These coupled models could be used to support the new San Francisco Bar forecast set to start service on March 1st. The models could also be used to improve predicted threats to local levees, patterns of runoff and sedimentation, simulations of tsunami effects, and effects from hazardous materials incidents. Ideally, all of those products could be put on the web, if there were funding for these projects.

Capt. Bonebakker said that it would be a good use of the Harbor Maintenance Trust Fund to help support the NWS projects described. **Capt. Korwatch** said the upcoming HSCC would be a good opportunity to lobby for the projects.

Lundstrom asked people to contact her about whom to talk to while she is at the HSCC in Washington, DC. She said that BCDC would be interested in the tsunami modeling. A flood control board that she works with would also be interested in the NWS efforts.

Tug Escort Work Group – Capt. Henning

- There was a brief meeting in January to discuss a standard computer program to track currents for escorts. Everyone agreed to use the same version of a product by Nobletec.

Lundstrom thanked **Capt. Bob Reynolds**, ChevronTexaco, for raising the software issue; and she thanked the work group for sorting through the software issue. **Lundstrom** asked the work group to pursue the chemical tanker issue with the California Assembly.

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Navigation Work Group – Capt. Pinder

- The work group would meet with **Paul Milkey**, CARB, in February to discuss HSC concerns about requirements for fuel switching and auxiliary engines.
- CARB seems open to safety exceptions in their regulations.

Lundstrom thanked the work group for their efforts. She said that we were the only HSC to address the issue.

Ferry Operations Work Group – Davey

Davey read from a report, which was attached to the minutes.

Lundstrom thanked the work group for their break through on a project that had long been discussed. **Lundstrom** thanked **Scott Humphreys**, USCG; and the Water Transit Authority for their help on this project.

Prevention Though People Work Group – Brown

- On February 2nd, the committee had a successful meeting with the kayakers that had been protesting waterway closures during Fleet Week. The kayakers learned that they were not the only ones affected by closures during fleet week. They also learned why it was in their best interest to keep VTS informed of their location, intended route, and schedule.
- **LtCmdr. Sargent's** calm, factual, and professional presentation at the meeting defused the attitude of the kayakers. **Lundstrom** said that he helped direct the discussion where it needed to go.
- The committee has given **Cmdr. Loebel** their suggestions for changes to the annual information letter about the marine event permit process.
- **Rob Hughes**, OSPR, made some revisions to the safety decal for rental kayaks. They should be available within thirty days. All the rental kayak shops have said they would use the decals.

Lundstrom said that the excitement over the Fleet Week closure is closed. She noted the importance of Local Notices to Mariners that get out information on waterway closures. **Lundstrom** said that waterway closures are not unusual. Groups that get marine event permits from VTS will have an opportunity to get the latest information on local conditions.

Plan Work Group – Scourtis

- This is a normal update rather than a complete review. Please contact Scourtis if you have any suggestions or questions.

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

- **Capt. Bayer** read from a report that is attached to these minutes.

Lundstrom reminded everyone that all work group meetings are open to everyone.

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PORTS Report – Steinbrugge

- The AMORCO current sensor would be installed in mid-February and hopefully operational by mid-April. Renewed system funding is required to complete the work and turn the sensor on.
- Further work on PORTS sensors and systems depends on the delivery of funds and direction from the PORTS Work Group.

Public Comment

There was none.

Old Business

There was none.

New Business

There was none.

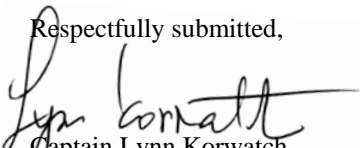
Next Meeting

Lundstrom said the next meeting of the HSC would be at 1000, March 9th, in the 7th floor meeting room at the Port of Oakland.

Adjournment

A motion to adjourn was made and seconded. There was no discussion. The motion passed unanimously. The meeting adjourned at 1142.

Respectfully submitted,



Captain Lynn Korwatch
Executive Secretary

USCG SECTOR SAN FRANCISCO

PREVENTION / RESPONSE - SAN FRANCISCO HARBOR SAFETY STATISTICS

January-06

PORT SAFETY CATEGORIES

TOTAL

1. Total Number of Port State Control Detentions for period: SOLAS (0), MARPOL (0), ISM (0), ISPS (0)	0
2. Total Number of COTP Orders for the period: Navigation Safety (3), Port Safety & Security (2), ANOA (0)	5
3. Marine Casualties (reportable CG 2692) within SF Bay: Allison/Collision (0), Fire (0), Grounding (0), Sinking (0), Steering (1), Propulsion (0), Personnel (3), Other (3)	7
4. Total Number of (routine) Navigation Safety related issues / Letters of Deviation Radar (3), Steering (1), Gyro (0), Echo sounder (0), AIS (1), AIS-835 (0)	5
5. Reported or Verified "Rule 9" or other Navigational Rule Violations within SF Bay	0
6. Significant Waterway events or Navigation related cases for the period:	0
7. Maritime Safety Information Bulletins (MSIBs): 06-01	1
Total Port Safety (PS) Cases opened for the period:	30

MARINE POLLUTION RESPONSE

TOTAL

Total Oil/Hazmat Pollution Incidents within San Francisco Bay for Period	22
* Source Identification (Discharges and potential Discharges):	
TOTAL VESSELS	10
Commercial Vessels	2
Public Vessels (Military)	0
Commercial Fishing Vessels	6
Recreational Vessels	2
TOTAL FACILITIES	4
Regulated Waterfront Facilities	2
Other Facilities (Land Sources)	2
UNKNOWN/UNCONFIRMED	8
*Spill Information	
Pollution Cases Requiring Clean-up	11
Federally Funded Cases	1
Oil Discharge and Hazardous Materials Release Volumes by Spill Size Category:	
1. Spills < 10 gallons	11
2. Spills 10 - 100 gallons	1
3. Spills 100 - 1000 gallons	1
4. Spills > 1000 gallons	1
5. Spills - Unknown	8
Total Oil Discharge and/or Hazardous Material release volumes:	
1. Estimated spill amount from Commercial Vessels:	5 gal
2. Estimated spill amount from Public Vessels:	0 gal
3. Estimated spill amount from Commercial Fishing Vessels:	3013 gal
4. Estimated spill amount from Recreational Vessels:	6 gal
5. Estimated spill amount from Regulated Waterfront Facilities:	422 gal
6. Estimated spill amount from Other Land Sources:	5 gal

7. Estimated spill amount from unknown sources:	13 gal
Penalty Action:	
Civil Penalty Cases for Period	2
Notice of Violations (TKs)	3
Letters of Warning	6
** SIGNIFICANT PORT SAFETY & SECURITY (PSS) CASES **	
* A. MARINE CASUALTIES - PROPULSION / STEERING	
Marine Casualty - Loss of Steering, Tug TWILIGHT; U.S. (26 Jan): Tug's hydraulic line blow out caused steering loss & contact with SF 33. Tug undamaged. Repairs done; returned to Richmond berth. Invest. open.	
* B. MARINE CASUALTIES - VESSEL SAFETY CONDITIONS	
Marine Casualty - Personnel, T/V RESOLUTION; U.S. (04 Jan): First Assistant Engineer sustained injury requiring hospitalization and finger amputation. The Second Engineer was licensed for, and fleeted up to, the First Assistant Engineer position for the vessel's movement from Valero to A-9.	
Marine Casualty - Personnel, USNS PAUL BUCK; U.S. (05 Jan): Second Mate broke arm during heavy rolls in transit to San Francisco. Second Mate was transferred to Tug BEARCAT upon arrival at offshore pilot station. Safe-manning requirements remained satisfactory. Investigation open.	
Marine Casualty - Grounding, M/V NAVIOS ACHILLES; Greece (06 Jan): - Vessel reported that it may have touched ground while transiting San Joaquin River near Prisoners Point enroute Stockton. Vessel sounded its bilges and tanks with no anomalous findings. Vessel continued its transit to Stockton. COTP Order was issued requiring vessel to conduct hull survey prior to departure from SF Bay. Underwater hull survey was conducted and no damage was found. COTP Order was rescinded 09 Jan 06. Investigation open.	
Marine Casualty - Allision, P/V KLONDIKE EXPRESS; U.S. (23 Jan): While attempting to moor, vessel lost propulsion in starboard jet causing vessel to allide with a Vallejo piling and sustain dented bow. No injuries to crew/passengers. Crew was alco/drug tested. An 835 "No sail" issued. Investigation open.	
Marine Casualty - Loss of Engine Control, M/V SANTA BARBARA; U.K. (31 Jan): While mooring at Oakland Berth 59, vessel shifted engine control on bridge from Ahead to Astern with no response. On-scene tugs assisted in mooring vessel. Apparently, tripped circuit breaker caused temporary failure of wheelhouse control system solenoid valve for main engine remote control. Breaker was reset, tests showed bridge main engine control operational. All tests were satisfactory. Vessel cleared to sail. Investigation open.	
* C. COAST GUARD - GENERAL SAFETY/SECURITY CASES	
Navigation Safety - LOD (Ltr of Deviation) inop 10cm Radar, M/V SEALAND METEOR; U.S. (07 Jan): Vessel reported its 10cm radar was inoperable. LOD was issued for inbound transit to SF Bay. CG verified repairs via classification society technician report.	
SOLAS Detention - M/V MORNING QUEEN; Panama (07 Jan): Multiple materiel and safety deficiencies were discovered during inspection. COTP was issued requiring vessel to make corrections prior to departure from SF Bay. Corrections were made and COTP order was rescinded on 07 Jan 06.	
Navigation Safety - LOD inop AIS, T/V CAPETAN COSTIS; Bahamas (13 Jan): LOD was issued to vessel for inoperable AIS. Repairs were made; LOD rescinded 15 Jan 06.	
Navigation Safety - LOD inop 10cm Radar, M/V PIONEER RUNNER; Panama (13 Jan): LOD was issued to vessel for inoperable 10cm radar. Vessel was enroute from Richmond to Benicia. Repairs were made; LOD rescinded 26 Jan 06.	
Navigation Safety - LOD inop 10cm Radar, M/V SEALAND INTREPID; U.S. (27 Jan): Vessel was enroute SF Bay when LOD was requested for inoperable 10cm radar. LOD issued requiring documentation of repairs prior to departure. Repairs were made, LOD rescinded 30 Jan 06.	

<p>Navigation Safety - LOD inop Autopilot, M/V HORIZON FAIRBANKS; U.S. (30 Jan): Vessel was enroute Oakland when LOD was requested for inoperable autopilot on the starboard steering motor. LOD issued requiring an additional licensed engineer and seaman stationed in steering gear room for transit to Oakland. Repairs were made; LOD rescinded 01 Feb 06.</p>	
<p>SIGNIFICANT INCIDENT MANAGEMENT DIVISION (IMD) CASES:</p>	
<p>Catalytic Cracker Feed Oil Spill - Shell Martinez Refinery (02 Jan) - Faulty flange caused spill of approximately 20 barrels of catalytic cracker feed oil into primary and secondary containments; some oil discharged into adjacent waterways. Unified Command was organized. Multiple layers of boom were placed around facility's wharf to mitigate pollution. However, some unrecoverable sheen and oiled debris were found on nearby shoreline and in Martinez Marina throughout month.</p>	
<p>Sunken Vessel - F/V INTREPID (23 Jan) - F/V sank at Crescent City pier, discharging approx 70 gallons of diesel fuel. Oil Spill Liability Trust Fund was accessed and oil was removed from vessel using sorbent boom.</p>	
<p>Vessel Aground - F/V MISS KELLY (26 Jan) - F/V ran aground on rocks near Fort Bragg, discharging 3000 gals of diesel fuel & mixed lube oils. CG & Cal OSPR responded. Oil Spill Liability Trust Fund was accessed & pollution mitigated by placing sorbent boom in F/V's hold. Alco-drug testing initiated. Investigation open.</p>	
<p>SIGNIFICANT PORT SAFETY INFORMATION or EXERCISES</p>	
<p>Marine Safety/Security Information Bulletin 06-01 (09 Jan): "Access Control Vigilance" - MSIB was issued to disseminate information on recent security breaches in order to prevent recurrences; it provides facility and vessel managers with several suggested protective measures.</p>	

VTS Vessel Transit Stats

Transits include: all inbound, outbound & intrabay transits	# Transits Last month	# Transits this month	Pct chg fm last month	# Transits a year ago	Pct chg fm a year ago
Vessel Category	Dec-05	Jan-06		Jan-05	
PUBLIC (incl ACOE, Research, USCG, Naval etc.)	156	189	21%	232	-19%
TANKER (incl: ITB's)	165	214	30%	204	5%
CARGO (incl container, bulker, & freight vsls)	405	413	2%	488	-15%
TUGs with TOWS (incl: ATB's and tank barges)	1505	1513	1%	2417	-37%
FERRIES (incl both commuter and bay cruise ferries)	5843	5526	-5%	5337	4%
MISC (incl: school ships, recreation, fishing, & unknown vsls)	1446	1263	-13%	1054	20%
PASSENGER (incl cruise ships, and smaller charter vessels)	63	29	-54%	27	7%
TOTAL vsl transits	9583	9147	-5%	9759	-6%

San Francisco Bay Clearinghouse Report For January 2006

San Francisco Bay Region Totals

			<u>2005</u>
Tanker arrivals to San Francisco Bay	64		61
Total tank ship & tank barge movements	351		368
Tank ship movements	211	60.11%	190
Escorted tank ship movements	110	31.34%	88
Unescorted tank ship movements	101	28.77%	102
Tank barge movements	140	39.89%	178
Escorted tank barge movements	71	20.23%	90
Unescorted tank barge movements	69	19.66%	88
Percentages above are percent of total tank ship & tank barge movements for each item.			
Escorts reported to OSPR	0		2

Movements by Zone	Zone 1	%	Zone 2	%	Zone 4	%	Zone 6	%	Total	%
Total movements	197		319		0		191		707	
Unescorted movements	93	47.21%	151	47.34%	0	0.00%	86	45.03%	330	46.68%
Tank ships	67	34.01%	96	30.09%	0	0.00%	47	24.61%	210	29.70%
Tank barges	26	13.20%	55	17.24%	0	0.00%	39	20.42%	120	16.97%
Escorted movements	104	52.79%	168	52.66%	0	0.00%	105	54.97%	377	53.32%
Tank ships	58	29.44%	102	31.97%	0	0.00%	65	34.03%	225	31.82%
Tank barges	46	23.35%	66	20.69%	0	0.00%	40	20.94%	152	21.50%

Notes:

1. Information is only noted for zones where escorts are required.
2. All percentages are percent of total movements for the zone.
3. Every movement is counted in each zone transited during the movement.
4. Total movements is the total of all unescorted movements and all escorted movements.

San Francisco Bay Clearinghouse Report For 2006

San Francisco Bay Region Totals

			<u>2005</u>
Tanker arrivals to San Francisco Bay	64		718
Tank ship movements & escorted barge movements	351		3,650
Tank ship movements	211	60.11%	2,149
Escorted tank ship movements	110	31.34%	997
Unescorted tank ship movements	101	28.77%	1,152
Tank barge movements	140	39.89%	1,501
Escorted tank barge movements	71	20.23%	760
Unescorted tank barge movements	69	19.66%	741
Percentages above are percent of total tank ship movements & escorted barge movements for each item.			
Escorts reported to OSPR	0		16

Movements by Zone	Zone 1	%	Zone 2	%	Zone 4	%	Zone 6	%	Total	%
Total movements	197		319		0		191		707	
Unescorted movements	93	47.21%	151	47.34%	0	0.00%	86	45.03%	330	46.68%
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**Harbor Safety Committee
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**Report of the
U.S. Army Corps of Engineers, San Francisco District**

February 9, 2006

1. CORPS 2006 O&M DREDGING PROGRAM

The FY 2006 budget has been signed. We are planning for our FY 2006 projects.

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

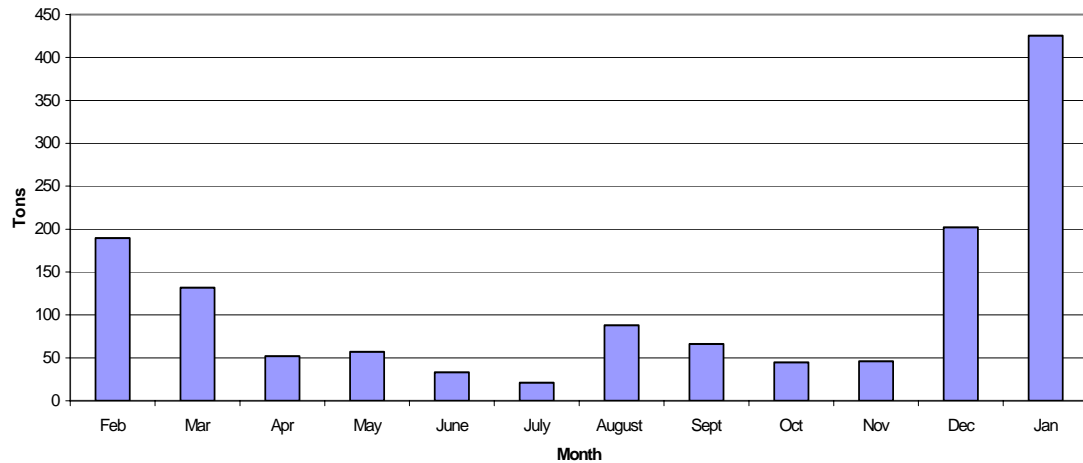
- a. **Main Ship Channel** – Scheduled to be dredged with the government dredge “Essayons” and will be disposed at SF-08 and off Ocean Beach. Dredging is scheduled to start mid May.
- b. **Richmond Outer Harbor and Southampton Shoal** – Scheduled to be dredged with the government dredge “Essayons” and will be disposed at the Alcatraz dredged Material Disposal Site (SF-11). Dredging is scheduled to start first part of June.
- c. **Richmond Inner Harbor** – The Corps is preparing a contract to dredge this material. The material is scheduled to go to the Ocean. Hamilton was considered as an alternate disposal site, but it will not be ready with the off loader by the time this project is dredged. Corps plans to issue a new contract for this project. Plan to start dredging in mid June.
- d. **Oakland Outer and Inner Harbor** – The Corps plans to issue a new contract for the Oakland maintenance material this year. Material is scheduled to go to the Ocean. Hamilton was considered as an alternate disposal site, but it will not be ready with the off loader by the time this project is dredged. Anticipate starting O & M dredging about August 1, 2006
- e. **Suisun Bay Channel** – The government dredge “Yaquina” started Pinole Shoal on approximately October 1, 2005 and then continued on to dredge the Suisun Bay Channel and New York Slough. Because the “Yaquina” was not able to finish Pinole Shoal, Suisun Bay Cannel and New York Slough, the Corps was able to get some additional days on the government dredge “Essayons” to complete these projects. Corps plans to combine Pinole Shoal and the Suisun Bay Channel in a single contract this year. We plan to award this contract in the June 2006 timeframe. Dredging should start about mid June. Material is likely to be disposed of in bay.

- f. **Pinole Shoal** – The “Yaquina” started dredging Pinole Shoals on October 1, 2005. The “Yaquina” was not able to complete this project and approximately 60,000 cubic yards remained to be dredged. Because the “Yaquina” was not able to complete this project, the Corps was able to get some additional days on the government dredge “Essayons” to complete this project. The “Essayons” started dredging on November 7, 2005. Corps plans to combine Pinole Shoal and the Suisun Bay Channel in a single contract this year. We plan to award this contract in the June 2006 timeframe. Dredging should start in June or July. Material is likely to be disposed in bay.
- g. **Redwood City** – Corps performed full testing on this material in FY05 – The Corps was able to reprogram approximately \$1,300,000 in funds in order to start dredging Redwood City in FY05. The contract was awarded to Dutra on September 13 and the notice to proceed was issued on September 23. Dutra started dredging Redwood City on October 31, 2005. The Corps consulted with the National Marine Fishes Service (NMFS) to allow dredging to continue into December. However, NMFS placed a 390,000 cubic yard limit on this project. We completed dredging on December 30, 2005 and barring on December 31, 2005. Hydrographic survey was completed the first part of January 2006.
- h. **San Bruno Shoal** – The San Bruno Shoal is officially part of the Redwood City Project. This area does not normally require dredging. However, this year it has shoaled and is limiting access to the rest of the project. This area was not included in the Redwood City Contract. To alleviate this problem, the Corps was issuing a contract to perform a knockdown in this area. However, the area has continued to shoal and it appeared that a knockdown would not be effective. Therefore, the Corps had the government dredge “Essayon” dredge this material and take it to SF-10 and SF-11.
- i. **Sand Dredging in Federal Channels** – The Corps is closer to allowing the sand miners to remove sand from the Federal Channels that contain a high percentage of sand. Suisun Channel and Pinole Shoals are the most likely to benefit from this. The Corps Regulatory Branch put out a Public Notice (PN) for this permit and it did not receive any comments on the PN. However, because the Harbor Safety Committee is concerned with safety, we want to make sure everyone is aware of this. If you do have any concerns or comments they can be directed to Steve Chesser (Dredging Program Manager) at 415-977-8679 or Philip Shannin at 415-977-8445.

2. DEBRIS REMOVAL

The total tonnage of debris collected on the San Francisco Bay for January 2006 was 426 tons; this is up from the 202 tons collected in December 2005.

Debris Removal
2005/2006



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. We continue to make progress, but there have been some delays. The Corps has four contracts underway. The first contract is for the containment structure for middle harbor. The work for this contract is complete. The second contract is the dredging contract. 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. This contract is complete. We dredged approximately 3,400,000 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. This contract is scheduled to complete this summer.

The Corps awarded an additional contract. This one is to deepen the entrance channel to 50 feet. This material is scheduled to go to the Montezuma Wetlands Restoration Project. This contract was awarded on October 18, 2005. Dredging under this contract is anticipated to start this week.

The Corps is preparing to award another contract in March to dredge the remainder of the project in the Inner and Outer Harbors from 46 feet to 50 feet. This contract is expected to take approximately two years to compete.

There is approximately 48 million dollars in the budget for this year.

4. EMERGENCY (URGENT & COMPELLING) DREDGING

There has been no emergency dredging in FY 2005 and the Corps is working hard in its dredging program to try to eliminate the need for emergency dredging. However, we did perform a knockdown on a shoal in the Redwood City Channel in FY2005.

The Corps is preparing an Indefinite Delivery Indefinite Quantity (IDIQ) contract to perform knockdowns for shoaling incidents that are too small for dredging, but can limit the depth of the channel. This contract is for all deep draft Federal Channels. This will allow the Corps to reduce the high of some shoaling much more quickly than in the past.

5. OTHER WORK

San Francisco Bay to Stockton

Project continues to move forward

The San Francisco District is looking at a General Re-evaluation Report (GRR) to deepen the John F. Baldwin Ship and Stockton Deep Water Ship Channels. This would be only 1 or 2 feet. Division has given ok to proceed with study. The Corps received approximately \$250,000 for this project in FY 05. For FY06 there is approximately \$200,000 in the budget and another \$67,000 is scheduled to be provided by the sponsor under the cost share. 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 for the non project condition has been completed and we are planning to complete the salinity model for the 40 foot project condition by January 2006. We have flown the orthophotos (corrected photo map) of the project while the vegetation was at a minimum. We were able to reprogram some funds which enabled us to complete this work. We are looking at how to address the areas of low dissolved oxygen and agriculture runoff for portions of this project.

The San Francisco District is working with the Sacramento District to help develop a Long Term Management Strategy (LTMS) the dredging and disposal of dredged material for the Delta. We have met with the agencies that developed the San Francisco Bay LTMS to see the best was to go about this and to learn from their experiences. There is approximately \$225,000 in the budget for the Delta LTMS in the budget this year. The Project Manager for the Delta was in the Sacramento District, but this position has been moved to the San Francisco District. The Port of Stockton and Contra Costa County have been incorporated into the LTMS group. The Division will have a Project Manager to coordinate all of the Corps issue in the Delta.

Sacramento River Deep Water Ship Channel Deepening

Status – Project has continued to move forward at a slow pace. The Sponsor was able to come up with approximately \$50,000 to continue this project.

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 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 have flown the orthophotos (corrected photo map) of the project while the vegetation was at a minimum. The data is being processed. The maps are due in May. The hydrographic survey has been completed. This project is not in this year's budget. However, the Port of Sacramento and the Port of Oakland want to make progress in FY 07

Hydrographic Survey Update

Address of Corps' web site for completed hydrographic surveys

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

Main Ship Channel – complete November 15, 2005

Pinole Shoals – complete November 19 & 20

Suisun Bay Channel and New York Slough – not complete

Redwood City – complete – January 4-5, 8 & 12, 2006

San Bruno Shoal – complete – November 21 & 24

Oakland Inner and Outer Harbor – complete November 30 and December 5-9

The priorities for the next hydrographic surveys are to complete the Oakland Inner Harbor Turning Basin and the Oakland Entrance Channel for the 50 foot Deepening Project.

Memorandum

Date: February 9, 2006

To: Harbor Safety Committee, San Francisco Bay Region

From: Len Cardoza

Subject: Water Transit Authority Technical Advisory Committee Report

I attended the Water Transit Authority (WTA) Technical Advisory Committee (TAC) Meeting on January 17, 2006, representing the San Francisco Bay Region Harbor Safety Committee. Several other Harbor Safety Committee members and regular attendees of the HSC were also present.

Background: The WTA is a regional agency authorized by the State of California to operate a comprehensive San Francisco Bay Area public water transit system. The WTA's goal is "to develop a reliable, convenient, flexible and cost-effective expanded Bay Area water transit system that will get drivers out of their cars and onto environmentally responsible state-of-the-art ferries".

The enabling legislation, Chapter 1011 of the Statutes of 1999 requires the formation of a Technical Advisory Committee (TAC).

Mission Statement: As specified in the enabling legislation, the TAC will "assist and advise the Board in carrying out its functions."

Roles of the TAC:

- The TAC will serve as a conduit to interested agencies, identifying key contacts within those agencies and facilitating discussions on specific technical items.
- Provide review and comment to WTA staff and its consultants on the myriad of technical reports and studies that were prepared in the development of the Implementation and Operations Plan and in future terminal and vessel construction and operation.
- Review the findings and the recommendations for consistency to promote inter-agency cooperation and integration with ongoing planning efforts.

Information about the WTA can be found at: <http://www.watertransit.org>. Click onto "Meetings" for information about the TAC.

Report:

1. Mark Kasanin, Chair, called the Technical Advisory Meeting to order at 09:30, 17 January, 2006. Mark's comments included the important role of the Harbor Safety Committee (HSC) in all aspects of maritime safety within San Francisco Bay and its environs. Mark, together with other members of the TAC, attend every full HSC meeting and are active in the HSC Ferry Operators Work Group. Mark stressed that close, comprehensive, and continued coordination between the TAC and the HSC is extremely important to the operations and safety success of the Water Transit Authority.

2. Mary Frances Culnane, Manager, Marine Engineering, WTA, gave an update on the Draft Regional Maritime Contingency Plan. The ongoing challenge is to develop and implement a plan that provides a multi-modal response to a regional emergency. The plan must reflect needs imposed by multiple agencies and multiple (often overlapping) jurisdictions. Current work includes the

definition of functions and responsibilities as they relate to a regional emergency, from initial alert, response through recovery, and return to normal business operations. The plan is being tested through a series of coordinated exercises. The plan is integrated with the Vessel Mutual Assistance Program (VMAP).

3. Kenneth Peel, Public Assistance Training Coordinator, Office of Emergency Services, State of California, gave a detailed presentation on eligibility criteria for funding in response to an emergency. It is extremely important for the emergency response manager to understand eligibility requirements related to all sources of Government funds (Regional, State and Federal) and cost sharing implications. Funding laws, policies and audits require specific and comprehensive specifications for emergency response contracts, accounting, documentation, and even record filing systems. Applicable web sites include OES – www.oes.ca.gov; FEMA - www.fema.gov; and 44 CFR - www.access.gpo.gov.

4. Mary Frances Culnane also provided an update on the spare vessel procurement project. The WTA solicited bids for its first two 149 passenger ferries for the proposed South San Francisco – Oakland service. Two technical proposals were received and are currently being evaluated. Significant challenges include ability to meet wave/wash parameters and air emission reduction standards.

5. Scott Humphrey, Training Director, San Francisco Sector, USCG, gave a presentation on traffic routing protocols in the vicinity of the Ferry Building and along routes subject to significant vessel traffic. To aid in preventing a maritime accident and to prevent congestion around the Ferry Building, USCG Vessel Traffic Service, San Francisco, and the San Francisco Bay Region Harbor Safety Committee are working to develop a traffic management and routing solution – The Ferry Building Traffic Routing Communications Protocol (Ferry Building Protocol). The Ferry Building Protocol will consist of designated (and possibly chartered) Ferry Building approach and departure routes, combined with a systematic communications plan for all vessels calling at or operating near the ferry Building.

6. John Sindzinski, Manager, Planning and Development, WTA, gave a Terminals and Service update to the TAC.

a. South San Francisco / Oyster point. The project moving forward though planning (EIR/S) and design. Terminal construction is scheduled to begin in 2007. Service is scheduled to start in 2008. The current plan involves modifications to the existing marina and breakwater at Oyster Point. The project has a budget of \$25 million.

b. Albany/Berkeley. Comparative analysis of three possible sites (Buchanon St.; Gilman St.; and University Ave.) continues, focusing on access, infrastructure, and public agency input. The EIR/S is scheduled to start in 2007.

7. Paul Lavallee, Planning and Development, WTA, gave a short presentation on the WTA's ongoing project to develop the most appropriate (efficient) fare collection system for the WTA.

8. Mary Frances Culnane, Manager, Marine Engineering, WTA, gave an update on fuel cell / fuel cell hybrid propulsion systems for Ferries.

9. Public Comment. Teri Shore, Blue Water Network, urged the WTA to continue work with fuel cell / hybrid and other alternative energy sources for marine propulsion systems.

National Weather Service

San Francisco Bay Area



February 2006

David Reynolds, Meteorologist In Charge

Email: david.reynolds@noaa.gov

Website: weather.gov/sanfrancisco



NOAA's National Weather Service

- Short term weather issues
 - Large scale high pressure building over West Coast will promote dry weather through next 5 to 6 days. Cooler however over the weekend with onshore flow and possible fog/stratus developing.
 - Could return to unsettled weather middle of next week as ridge retrogrades offshore potentially pulling in some subtropical moisture
 - Madden Julian Oscillation (30 to 60 day cycle of tropical convection) is active – this in the presence of the current La Nina (3 to 5 month cycle) that has developed.
 - Long range numerical guidance suggest a return to cooler and wet weather middle of next week.

El Nino/La Nina

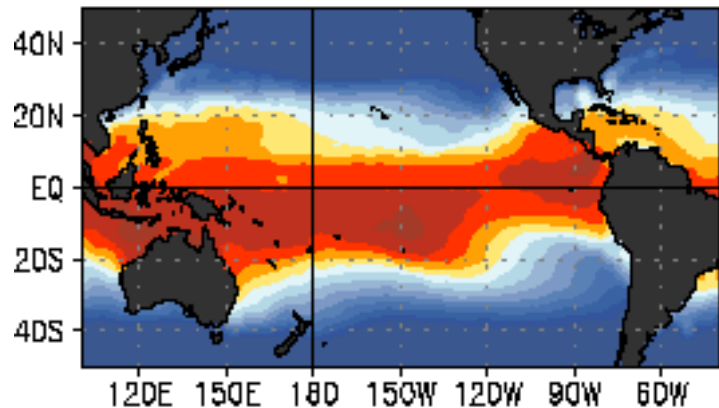
- Skill in making seasonal forecasts heavily dependent on strength of ENSO - Either El Nino or La Nina
- El Nino is the abnormal warming of waters in the tropical Pacific. ***La Nina is the abnormal cooling of tropical Pacific waters.***
- The Southern Oscillation refers to alterations to the normal large-scale flow patterns in the equatorial Pacific
- NOAA's Climate Prediction Center has just declared ***La Nina conditions in the tropical Pacific***

Web Site – For more details on current La Nina

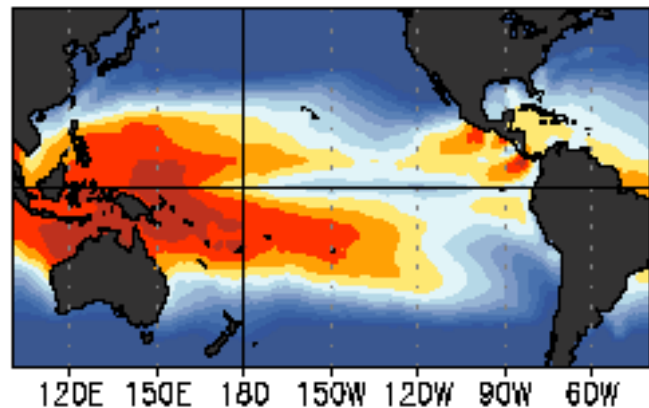
<http://www.noaanews.noaa.gov/stories2006/s2572.htm>

OCEAN TEMPERATURES (°C)

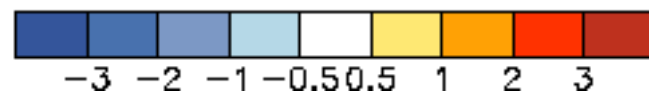
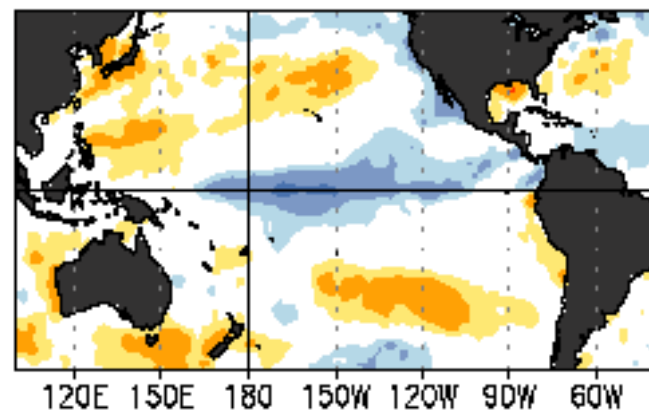
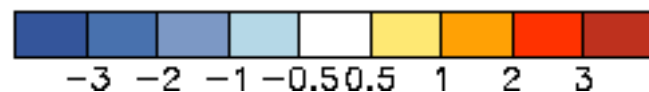
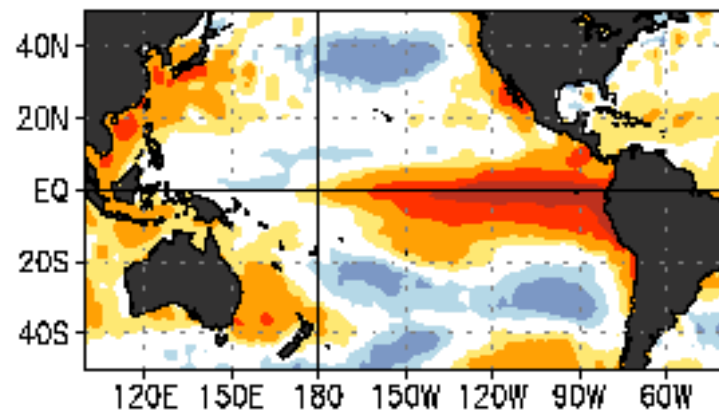
EL NIÑO Jan-Mar 1998



LA NIÑA Jan-Mar 1989



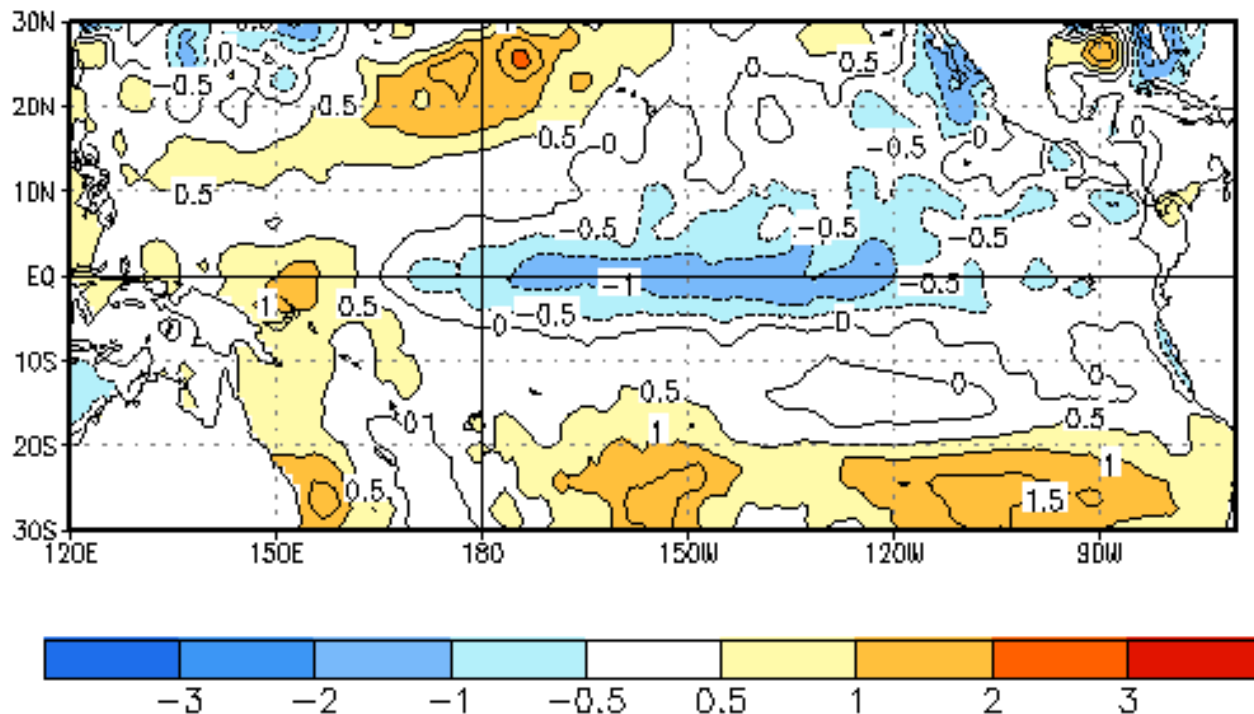
OCEAN TEMPERATURE DEPARTURES (°C)



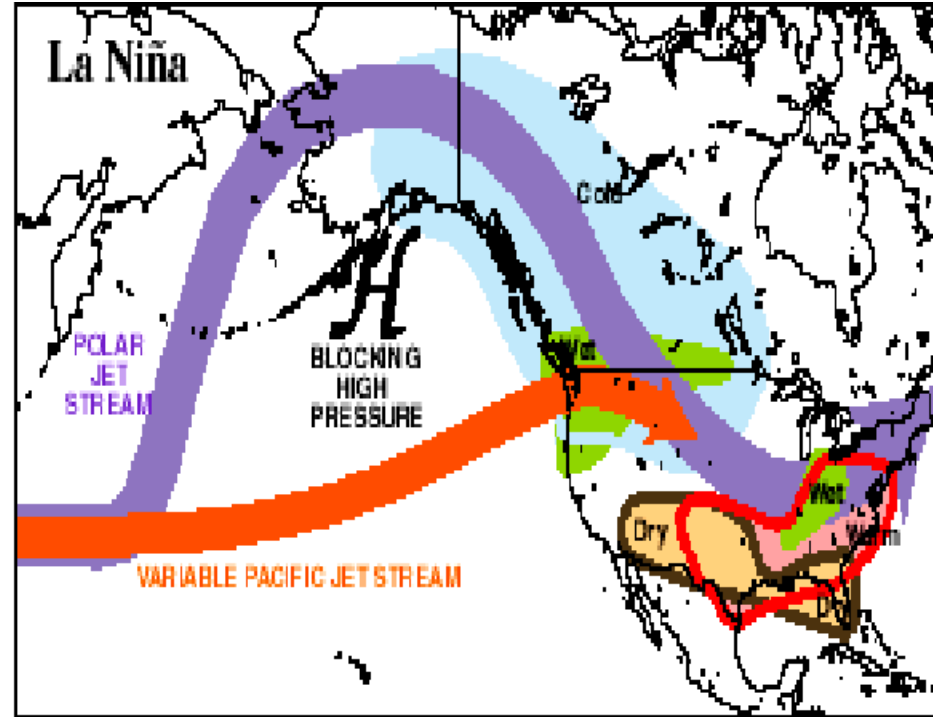
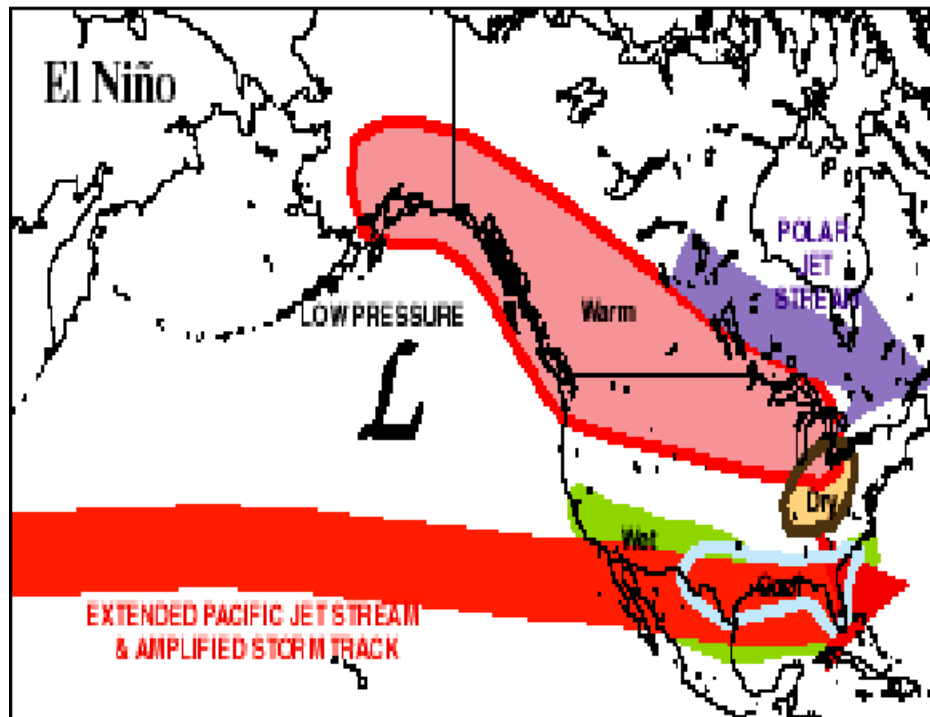
Average SST Departures in the Tropical Pacific: Last 4 Weeks

Equatorial ocean surface temperatures greater than $+0.5^{\circ}\text{C}$ ($\sim 1^{\circ}\text{F}$) above average are found between Indonesia and 160°E . Below average temperatures are found at all locations across the equatorial Pacific between 165°E and the South American coast. Ocean surface temperatures more than 0.5C below average are found between 170°E and 105°W .

8 January - 4 February 2006

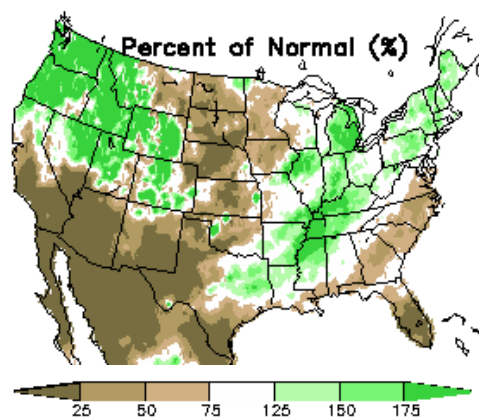


Flow patterns

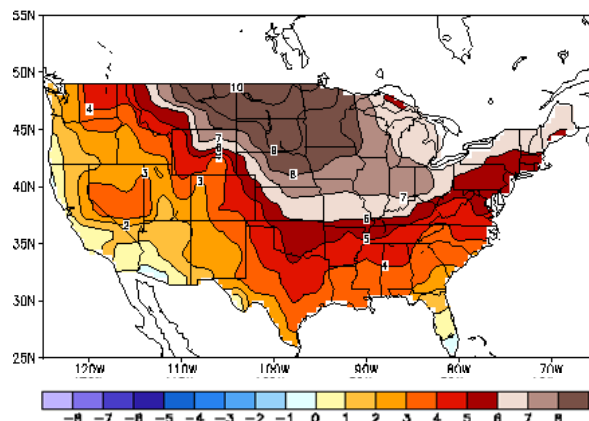


Recent US Temperature and Precipitation Patterns during the last 30 days

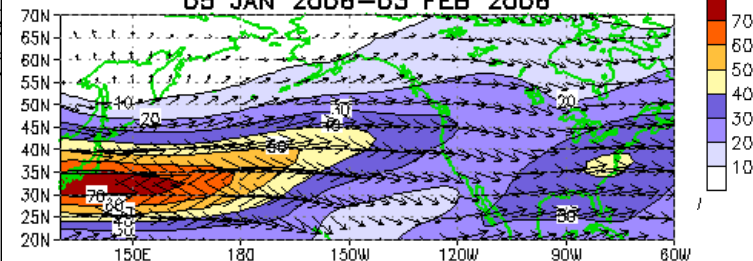
30-day (ending Feb. 3, 2006) % of average precipitation



30-day (ending Feb. 3, 2006) temperature departures (degree C)

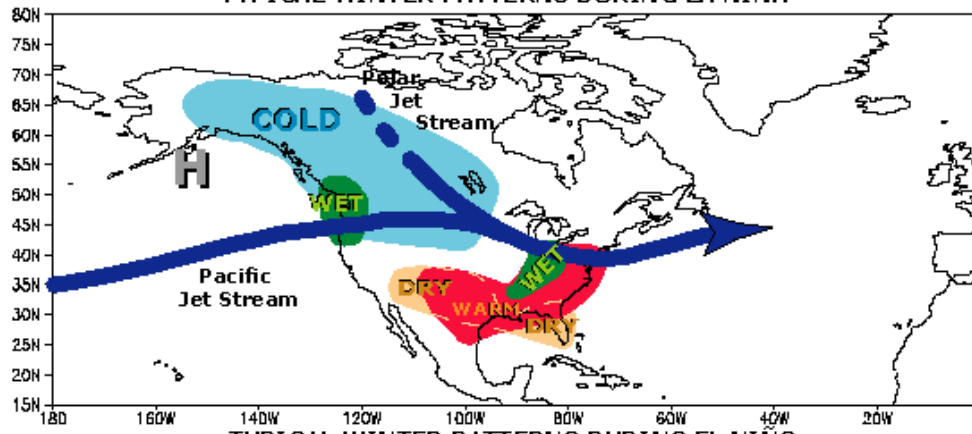


CDAS 200-hPa Wind
05 JAN 2006-03 FEB 2006



Recent precipitation, temperature anomaly patterns, and upper-level circulation features are similar to those observed during La Niña episodes, except for temperature in the Pacific NW and northern Great Plains.

TYPICAL WINTER PATTERNS DURING LA NIÑA



US JFM Precip. Departures (mm) for ranges of the ONI

La Niña

El Niño

JFM

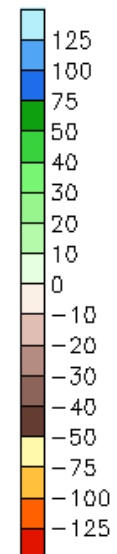
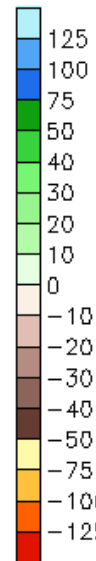
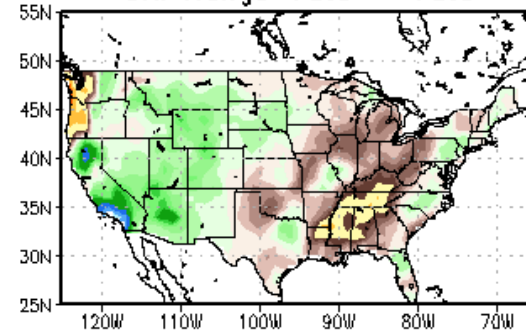
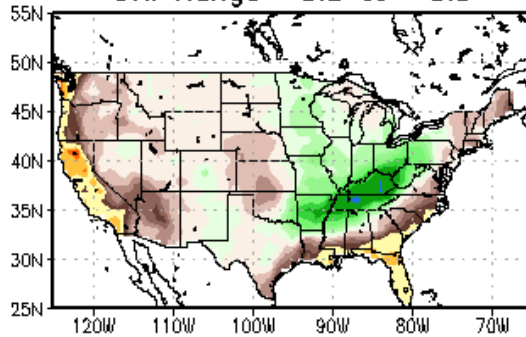
JFM

ONI Range -0.5 to -0.9

ONI Range +0.5 - +0.9

Weak
10 cases

Weak
4 cases

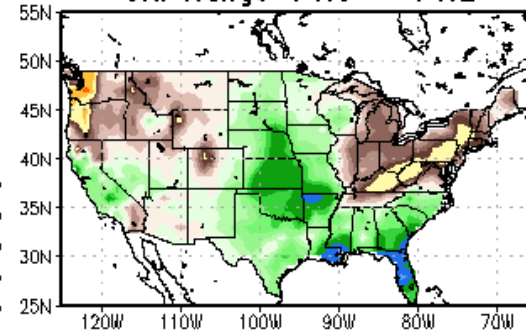
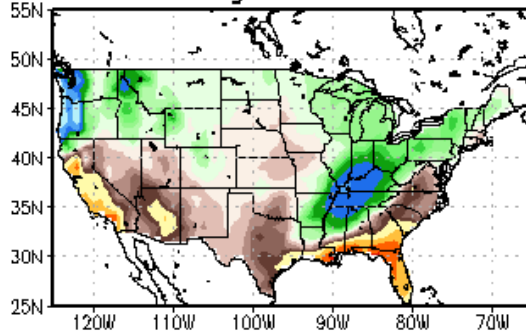


ONI Range -1.2 to -1.6

ONI Range +1.0 - +1.2

Moderate/Strong
7 cases

Moderate
4 cases



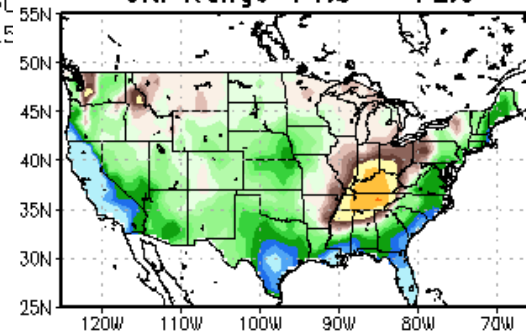
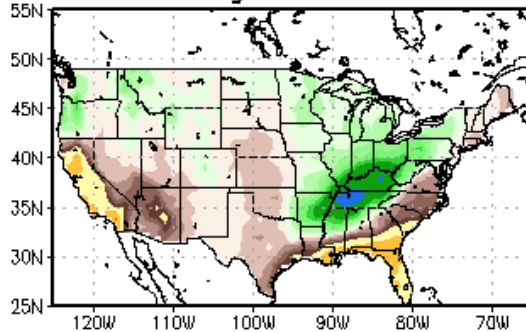
ONI Range -0.5 to -1.6

ONI Range +1.5 - +2.0

All La Niña episodes



Strong
4 cases



US JFM Temp. Departures (°C) for ranges of the ONI

La Niña

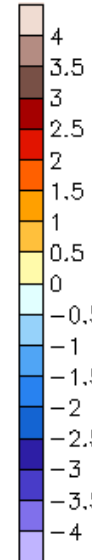
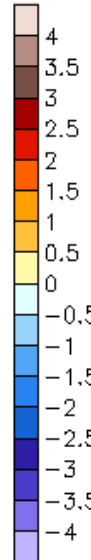
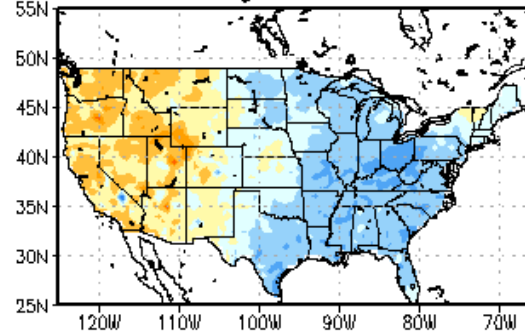
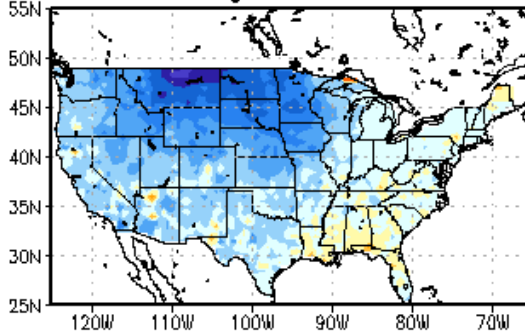
El Niño

Weak
10 cases

Weak
4 cases

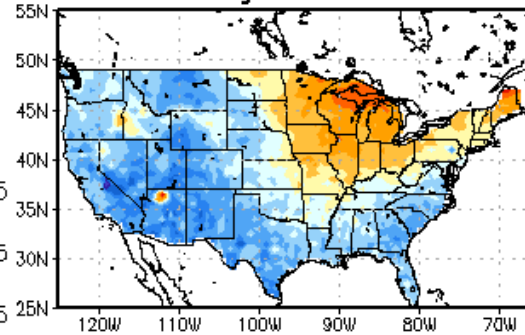
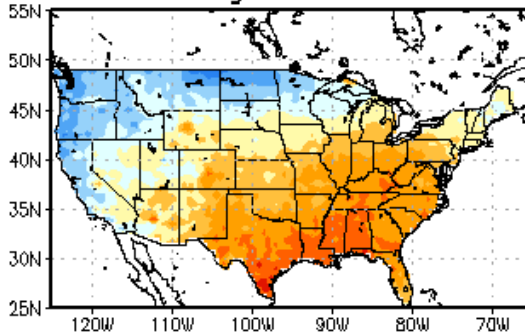
ONI Range -0.5 to -0.9

ONI Range +0.5 - +0.9



ONI Range -1.2 to -1.6

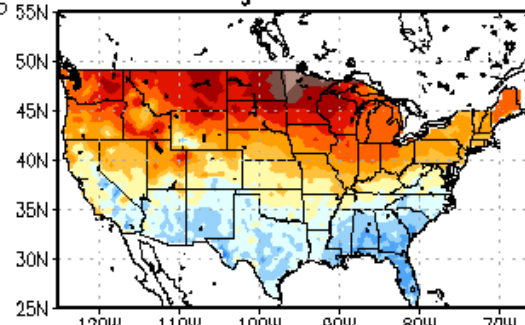
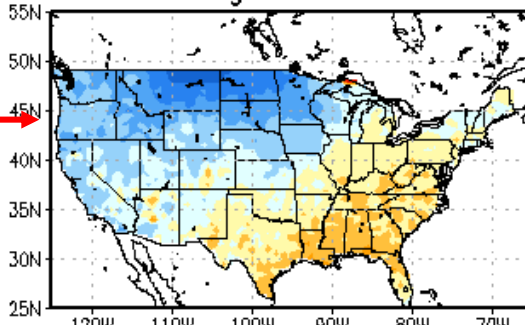
ONI Range +1.0 - +1.2



Moderate
4 cases

ONI Range -0.5 to -1.6

ONI Range +1.5 - +2.0



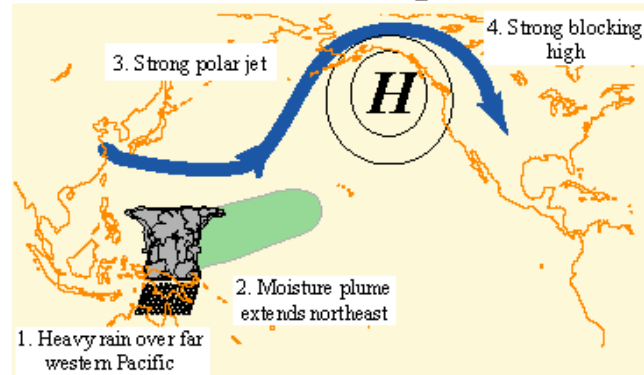
Strong
4 cases

All La Niña
episodes

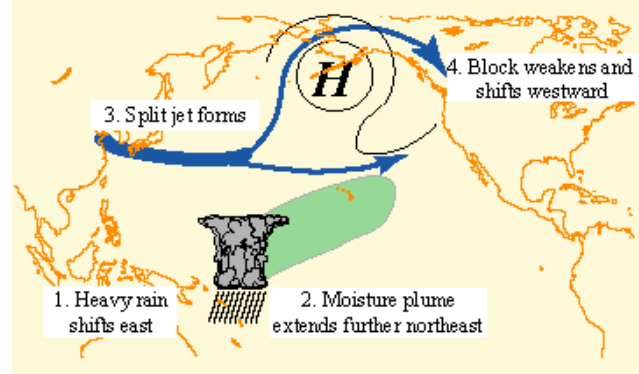


Typical Wintertime Weather Anomalies Preceding Heavy West Coast Precipitation Events

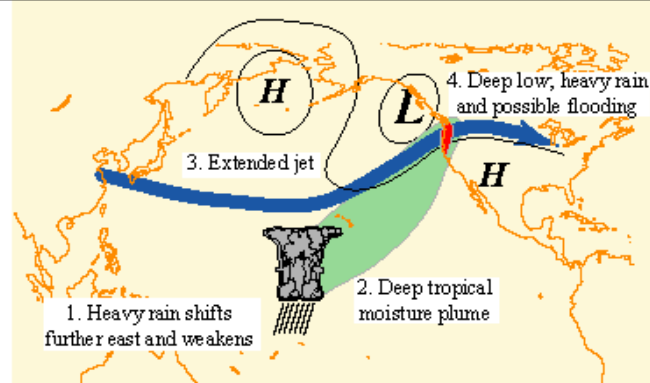
7-10 Days Before Event



3-5 Days Before Event



Precipitation Event



Climate Prediction Center/NCEP/NWS

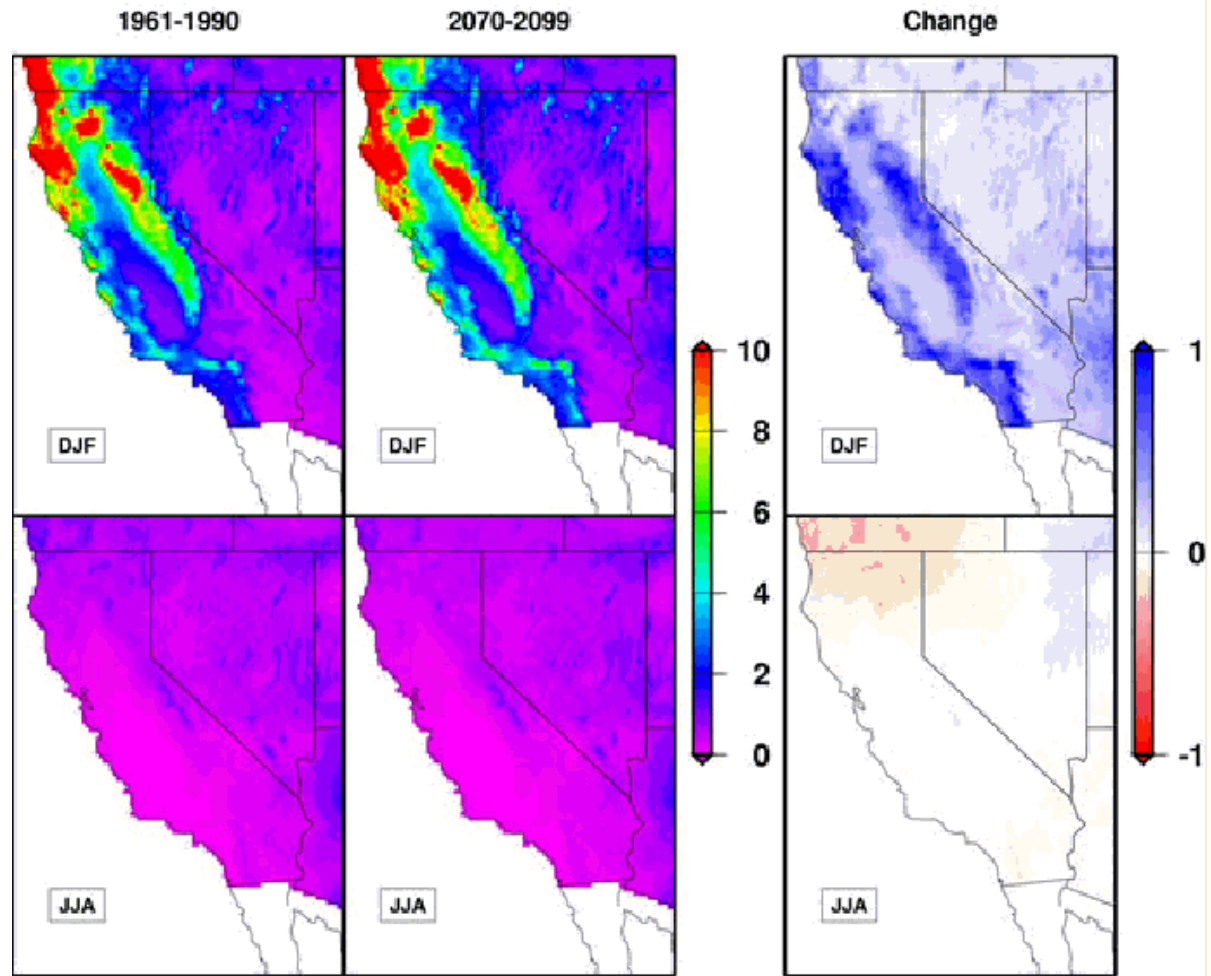
Madden-Julian Oscillation

At about 7 days out may be able to start highlighting potential heavy rain/flooding event



NOAA NWS Long Term Trends – Impact of Global Warming

- 5 to 10 degree F warming next 100 years
- Expected increase in winter precipitation in California associated with global warming





Long Term Trends

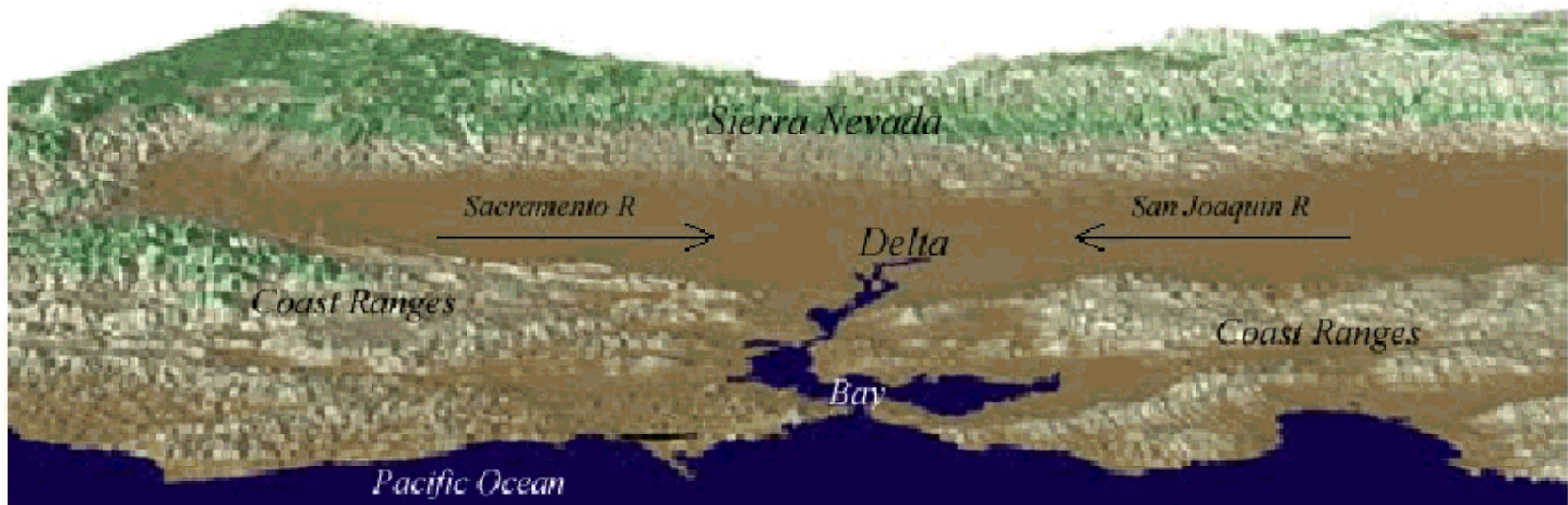
- Expected increase in winter precipitation in California associated with warming along with higher snow levels...more floods and less spring runoff!
- Expected 1 to 2 foot sea level rise by 2100. 8 inches observed as SFO in last 100 years
- Combination of more runoff in winter and sea level rise will lead to many more instances of coastal flooding just do to astronomical high tides. Compounded by high winds.

8-Station Index Top 5 Wettest Decembers (since 1920)		
Rank	Year	Amount (inches)
1	1955	30.83
2	1996	28.89
3	1964	26.71
4	2005	25.80
5	2002	23.84



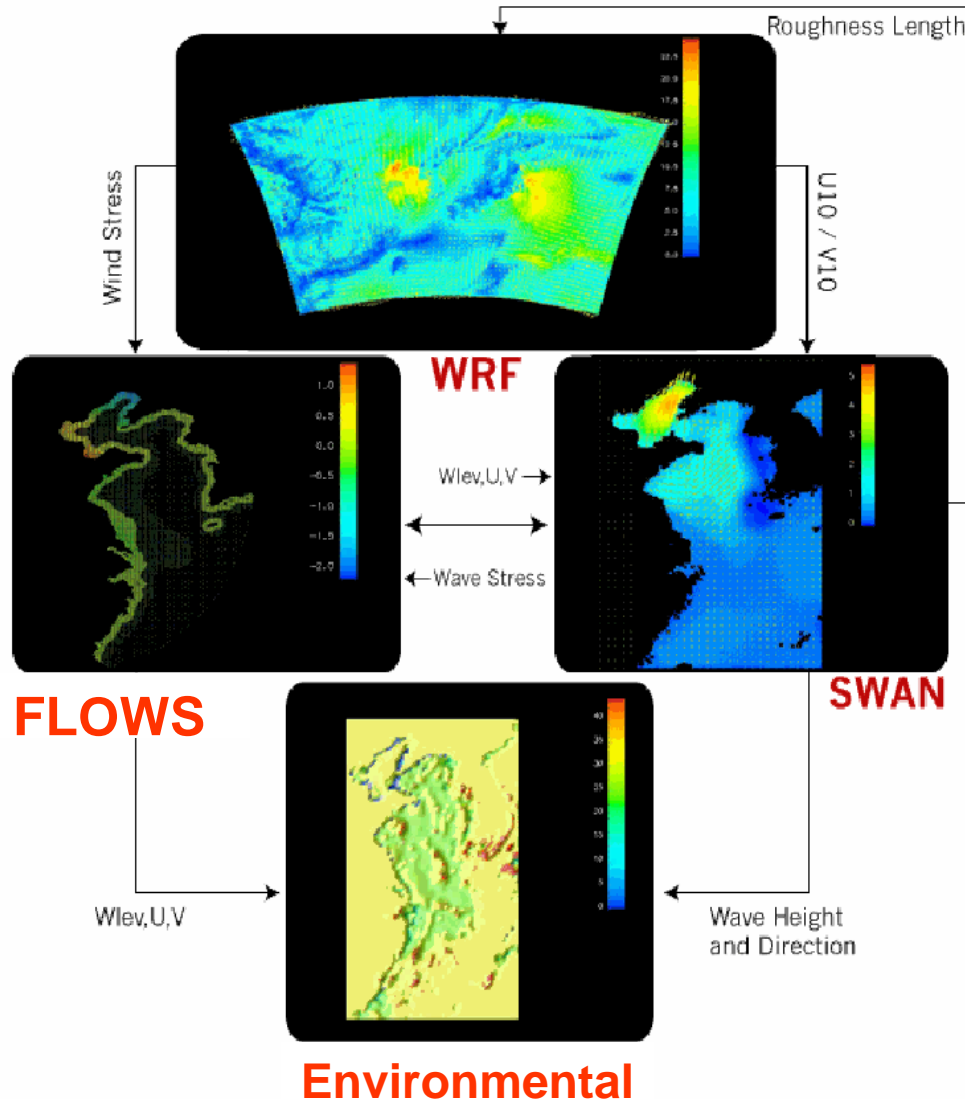
NWS Long Term Trends

- All water drains through San Francisco Bay and into the Pacific! More water to drain per Global Warming Scenario





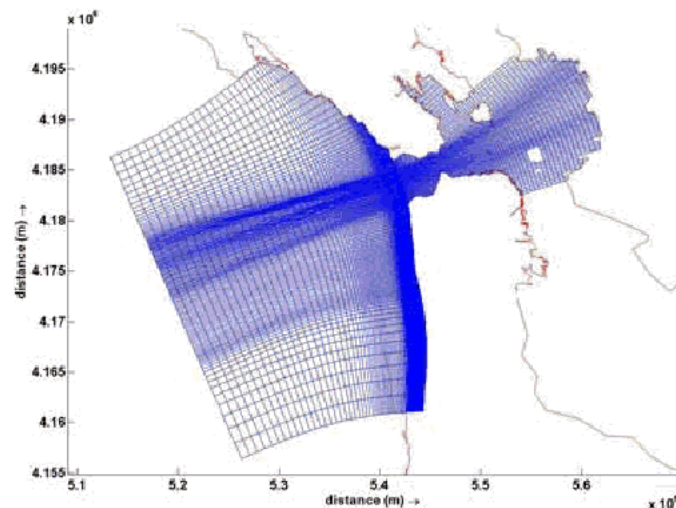
Proposed Coupled Modeling Approach



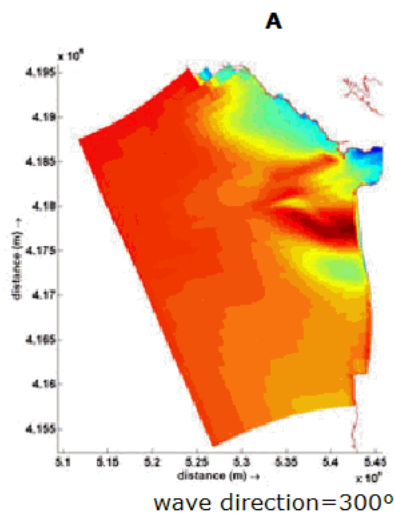
- Need to understand impacts on delta and bay from increased runoff and more frequent flooding.
- Requires coupled modeling effort.
- USGS has established a portion of this modeling effort. FLOWS and SWAN.
- Need to couple weather model (WRF) and environmental constituent model to track sedimentation, salinity etc.



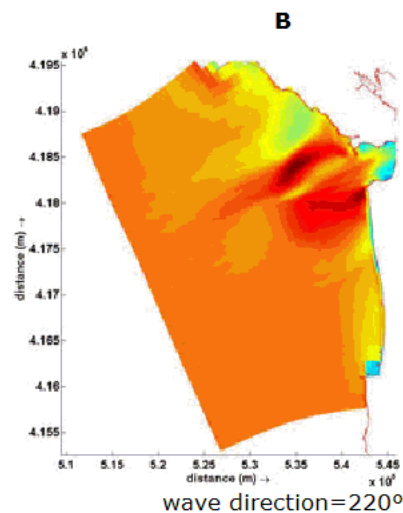
USGS Model Output



The curvilinear grid designed for the SWAN and FLOW modules in Delft3D, used to model the physical processes at the mouth of San Francisco Bay.



wave direction=300°



wave direction=220°



NOAA NWS Future Work

- Potential future interactions
 - Begin running operational coupled models for simulations and forecasts-
 - USGS has coupled wave and 3D currents model running for simulations to determine where to put dredging material from deep water channel.
 - Couple these two models with atmospheric WRF model being run at NWS Monterey and wave model being run at National HQs.
 - Support PORTS and use PORTS data to validate modeling efforts. Improve Transportation in the Bay and into Central Valley
 - Support new San Francisco Bar forecast that will go operational by NWS on 1 March.
 - Use these models to help support NOAA response to expected Global Warming as stated by CA Climate Action Team Report. Potential catastrophic flooding due to major levee breaks. Battle between fresh water and salt water.
 - Increased sediments from more frequent flooding will require increased dredging. Modeling effort needed to understand impacts and to mitigate. Better for planning on how best to accommodate increase in vessel traffic due to expansion of Port of Oakland.
 - Use models to simulate tsunami impacts within the Bay.
 - Use models to support HAZMAT operations



NOAA Coordination

- A deliverable.
 - Offer web based and digital output to support Search and Rescue, HAZMAT, Transportation in the Bay and Marine Sanctuaries
 - Utilize all available observations and support requirements to define what new observations are required. Modeling studies can help with this— find common sites and share maintenance responsibilities
 - New CODAR data when installed will be of great benefit. Dr. Garfield is supportive of this effort.
- Currently there is no funding to support this effort
 - Proposal into NOAA HQ to help offset costs of transferring USGS model to NWS.
 - Looking at other venues for financial and labor support




NOAA San Francisco Bay Area

Potential layout for Web Site


GULF OF MAINE OCEAN OBSERVING SYSTEM

GoMOOS

Up-to-date information on weather and oceanographic conditions in the Gulf of Maine



Hourly Data **UPDATE!**
Buoy and Stations
Collecting Weather and Ocean Data




Hourly information developed for marine operations includes wind, wave, visibility, air temperature, water temperatures at various depths, salinity and more. Real-time and historical data from GoMOOS and NOAA.

GO!

Tell us your GoMOOS story! **NEW!**


Partnerships



GoMMaP

Web portal with dynamic maps merging data from U.S. and Canadian partners.

Northern Shrimp




Interactive mapping and aggregation tool for fisheries managers and fishermen.

OpenIOOS



International effort to integrate with other regions.

Gulfwatch



Interactive mapping and aggregation tool for

Forecasts

Regional Weather

- Coastal Marine Forecasts
- Marine Prediction Center Atlantic Forecast
- Mount Washington

National and Canadian Weather


- Weather Channel.com
- WeatherUnderground.com
- The Weather Network

Wave Forecasts




Experimental 48-hour predictions of wave height and period.

Circulation Forecasts



Experimental predictions of currents, temperature and salinity at all depths.

Special Projects



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RSS Buoy data via RSS

Current News


GoMOOS Newsletter [Fall 2005](#)

GoMOOS provides a new way to retrieve hourly buoy information (August 16, 2005) [more...](#)

GoMOOS plays a key role in tracking massive red tide bloom (June 14, 2005) [more...](#)

GoMOOS featured in NOAA Coastal Services Center magazine article (May 17, 2005) [more...](#)

FGDC highlights GoMOOS success story (Jan 20, 2005) [more...](#)



Surface Currents

Experimental shore-based maps of large-scale sea-surface currents.



UPDATE!

View From Space

Satellite measurements of ocean temperature, chlorophyll and winds.





February 9, 2006

To: Harbor Safety Committee, San Francisco Bay Region

From: John Davey, Chair- Ferry Operations Workgroup

Subject: San Francisco Ferry Building Communications, Maneuvering Zone and Route Protocol.

The Ferry Operations Workgroup held a meeting on February, 7 2006, 9:00 at the Port of San Francisco Pier 1 offices. In attendance was the USCG, VTS, WTA, Port Captains for Golden Gate Ferry, Harbor Bay Maritime, Blue and Gold- Oakland Alameda and other interested parties.

Scott Humphreys, VTS reviewed the overall protocol as designed to date and described how this concept was translated to the George Washington University virtual modeling scheme. He reported that the modeling should be complete on 2/13, and by 2/21/06 a written report will be delivered to the WTA for workgroup review. A video depiction of the modeling has been put on hold pending determination of cost and use relative to the written report.

There was discussion of the ferry routes at the Richmond- San Rafael Bridge and the consensus was to not designate a span crossing. While the far east/west spans make sense on the chart for in/outbound separation, there are too many variables such as traffic, current, and visibility to best designate. This underscored one of the overall goals of the protocol, which is to acknowledge the Vessel Captains' authority to ultimately choose the safest route.

There was discussion on present Electronic Chart Systems (ECS) hardware on the ferries and the goal of the routing and maneuvering zone protocol to produce a software product that could be loaded on the respective vessels ECS equipment.

There was a request of the Ferry Captains to have VTS investigate adding ferry traffic position reporting in the VTS reply to a sailing call. This in addition or alternate to the waypoint 'security' call planned in the communication protocol.

There was discussion on next action and scoping the final report to the HSC. It was understood: John Davey, Chair and S. Humphrey's, VTS would collaborate on draft report with Davey providing introduction, ferry building dock scheduling, and summary of recommendations and S. Humphrey providing technical writing, describing the routes, coordinates, and VTS communications protocol.

Final discussion was related to Greg Hansard and Golden Gate Ferry's investigations into installing flashing amber beacons on ferries operating over 30knots, as a safety measure. He reported there are similar beacons in use on the East Coast. The group recommended that this be taken up by the workgroup, but as separate topic from the Ferry Communications ...protocol.

The next meeting of the Ferry Operations Workgroup is scheduled for Tuesday March 14 0900 Port of San Francisco Pier 1.

Feb. 9, 2006

PORTS Subcommittee report:

Mike Coyne, OSPR, sends his regrets that he is unable to attend this morning as he is renewing his Coast Guard license. Mike wanted me to report that the OSPR- SF Marine Exchange contract has been approved at OSPR and is currently under review for approval at Fish and Game HQ before being sent to the offices of General Services. Mike said that we are on track for the funds to be disbursed between March 15 and April 1. We are still on track for approximately \$500,000 over three years.

Linda Scourtis, BCDC, has agreed to act as a coordinating secretary to the PORTS committee. I really appreciate this help,

On Feb. 6, Gerry Wheaton and Rebecca Smyth of NOAA, Linda and I met with SF Bar Pilots, Larry Teague, Eric Dohm and Bob Pinder. We spent the morning reviewing how a perfect PORTS system would look if there were no technological or monetary hindrances.

NOAA will overlay this work with the existing system and then we will seek input from Boating and Waterways and the NOAA Hazmat team for their approval of the system.

The work group will meet again March 1 at 1200 in the Shell Clubhouse in Martinez, following the California State Lands Customer Service meeting, to review the responses from the groups in order to prioritize the information needs. From this, the work group will identify the existing PORTS sensors that will be re-started and those that may remain dormant.

Based on the information developed during the March 1 meeting, NOAA will design a new Bay Area system by April 1, specifying the types and locations of sensors that will address the work group's findings.

The work group will again meet on April 12 at State Lands in Hercules to review the design and associated costs with a goal of prioritizing the startup of a new Bay Area PORTS.

Securing long term funding for PORTS and developing a user friendly delivery system will continue to be a primary focus of the work group.

It is my intention at the April meeting to develop an oversight committee to keep PORTS on track and NOAA and the Marine Exchange accountable for a viable operating system.

Respectfully,

Marc Bayer