

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, March 8th, 2007

Port of Oakland, 7th Floor Conference Room, 530 Water Street, Oakland, California

Joan Lundstrom, Chair of the Harbor Safety Committee of the San Francisco Bay Region (HSC), Bay Area Conservation and Development Commission (BCDC); called the meeting to order at 1001. **Alan Steinbrugge**, Marine Exchange of the San Francisco Bay Region (Marine Exchange); confirmed a quorum of the HSC.

The following committee members (M) and alternates (A) were in attendance: **Capt. Esam Amso** (A), Valero Refining Company; **Capt. Pete Bonebakker** (M), ConocoPhillips; **Sue Cauthen** (M), San Francisco Tomorrow; **Len Cardoza**, Port of Oakland (M); **Ron Chamberlain**, Port of Benicia; **John M. Davey** (M), Port of San Francisco; **Capt. Fred Henning** (M), Baydelta Maritime; **Robert J. Lawrence** (M), U.S. Army Corps of Engineers (COE); **Pat Murphy**, Blue & Gold Fleet (M); **Richard Nagasaki** (A), Chevron Texaco; **William Needham**, National Boating Federation (A); **Capt. Peter Peers** (M), National Cargo Bureau; **Capt. Robert Pinder** (M), San Francisco Bar Pilots (Bar Pilots); **Linda Scourtis** (A), BCDC; **Marina V. Secchitano** (M), Inlandboatmen's Union; **Capt. William J. Uberti** (M), U.S. Coast Guard (USCG); **Gerry Wheaton** (M), National Oceanic and Atmospheric Administration (NOAA); **Thomas Wilson** (M), Port of Richmond.

Also present were **Capt. Lynn Korwatch**, Marine Exchange; **LtCmdr. Kevin Mohr**, USCG; **Capt. Gary Toledo**, California Office of Spill Prevention and Response, (OSPR);

The meeting was open to the public.

Approval of the Minutes

There were no corrections to the minutes of February 8th, 2007.

Comments by the Chair – Lundstrom

- **Senator Alan Lowenthal**, D-Long Beach, has sponsored SB 965 that would create the California Physical Oceanographic Real-Time System (CalPORTS) to run until January 1, 2013. If the bill passes, OSPR would provide oversight, and NOAA would verify the integrity of the system. California is still in a budget deficit, so the search for money to fund the bill continues. Money for capital costs and maintenance are required.
- The application for Harbor Safety Committee of the Year has been sent in to the National Harbor Safety Conference. The HSC would vote for its own nomination if there were no objections. There were none.

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Coast Guard Report – Capt. Uberti

- The USCG worked with city, county, and state officials to clean up an area in the Delta known as Frank's Tract. USCG's responsibility was to clean up derelict vessels and waterside debris. They also cited the owner for illegal maritime operations, including towing and pile driving. The USCG is planning to engage in a similar operation in Richardson Bay.

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

Clearinghouse Report – Steinbrugge

- Six possible violations were reported to OSPR in the month of February. Six incidents were reported in 2007, nine in 2006, and sixteen in 2005.

Steinbrugge read from a report attached to the minutes.

OSPR Report – Capt. Toledo

- Several terms on the HSC will expire in June. A notice that details the open seats is attached to these minutes. The application for appointment can be found at:
<http://www.dfg.ca.gov/ospr/organizational/msb/harbor/harbor.htm>
- OSPR has been asked to study the potential safety impact of AB 740. The bill covers invasive species attached to vessel hulls. It may be read here: http://info.sen.ca.gov/pub/bill/asm/ab_0701-0750/ab_740_bill_20070222_introduced.html
- OSPR continues to review its regulations.
- The plan to create a database of riskier vessels has fallen behind other database upgrade needs. The project continues, but it looks now like it will not be complete till fall of 2008.
- **John Berge** (M), Pacific Merchant Shipping Association (PMSA), and **Capt. John Cronin** (A), Matson Navigation; were sworn into service on the HSC to represent dry cargo operators.

Lundstrom thanked **Capt. Gary Fleeger**, Matson Navigation, for his years of service to the HSC. She asked **Capt. Toledo** to email a copy of AB 740 to **Steinbrugge** so that he could forward it to members of the HSC.

NOAA Report – Wheaton

- The NOAA survey vessel *NRT6* will be available for tour after the next meeting of the HSC in Richmond, April 12th, 2007. You are also invited to discuss issues that will affect charts.
- *Coast Pilot 7* has been released.
- A brochure about NOAA's 200th anniversary was available on the handout table. Information may also be found here: <http://celebrating200years.noaa.gov/>

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- The El Niño is weakening. Over the next three months there is a strong chance for above average temperatures and precipitation.

Army Corp of Engineers (COE) Report

The COE was not represented at the meeting. A report dated March 8th, 2007 is attached to these minutes.

State Lands Commission Report

State Lands was not represented at the meeting, and there is no report available.

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

- The report is attached to these minutes.

Letter to Support Bay Area Maintenance Dredging Projects – Cardoza

Lundstrom said that the HSC would decide whether to write a letter to **Senator Diane Feinstein**, D-California, supporting full funding for area dredging and maintenance projects because the issue affects safety. **Lundstrom** said that if the letter was approved it would be forwarded to other California HSC's.

Cardoza summarized the draft HSC letter and the history of the issue as described in the attached report by the California Marine Affairs and Navigation Conference (CMANC).

Capt. Peers asked why the funds were not released. **Cardoza** said that as long as the money was not spent the Federal budget deficit appeared smaller. **Capt. Peers** asked if there had been any lobbying to release the funds. **Cardoza** said that a lot of effort had been put forth. All efforts in the last Congress failed and funding is currently covered by a continuing resolution.

Lundstrom said that she had a comment by email from **Capt. Marc Bayer** (M), Tesoro Refining and Marketing. On the second page, Pinole Shoals Channel was not specifically mentioned. **Wilson** said that it was included with Richmond. **Cardoza** said that it is considered an approach. **Capt. Pinder** and **Capt. Henning** asked about Pt. Chauncey. **Cardoza** said that he would check that with the COE.

Lundstrom also passed on a suggestion from **Capt. Bayer** that the letter stress that navigational channels be thought of as a continuous system rather than isolated projects. There were no objections to his amendment. The letter was further amended to reflect that the three Federal members of the HSC abstained or were absent and to add all other California HSC's as supporters.

A motion to accept the letter as amended was made and seconded. **Capt. Uberti** and **Wheaton** abstained. All other members voted aye. There was no representative from the COE in attendance.

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Plan Work Group – Scourtis

- Printed and electronic copies of last year's plans will be provided. All changes should be suggested by May. The vote will be in June.

Tug Escort Work Group – Capt. Henning

- **Mike Coyne**, OSPR; would give a presentation on the escort tug database. There would also be a discussion on equipment requirements for escort tugs.

Navigation Work Group – Capt. Pinder

- There was nothing to report.

Ferry Operations Work Group – Davey

- **Davey** summarized the report that is attached to these minutes.

There were comments:

Wheaton said that NOAA could not include the routing scheme in their publications until there is unanimous agreement. The issue is their financial and legal liability. **Murphy** said that he thought that was probable. He said that are still a few issues that are very important to everyone and that all interested parties want them discussed and resolved.

Lundstrom said that the original scope had been congestion at the Ferry Building and that further analysis had brought up the issue of routes. She suggested that the group could focus on the Ferry Building first and routes second. **Lundstrom** thanked the work group and USCG for their hard work.

Prevention Though People Work Group – Needham

- The update of the *Where the Heck is Collinsville* brochure was nearly complete.
- Their next project will be educating the recreational community about the new ferry routes.

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

- The PORTS work group report is attached to these minutes.

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PORTS Report – Steinbrugge

- All the installed systems are running well.
- The Oakland meteorological sensor will hopefully be installed in May
- The Richmond tide station & meteorological sensors are scheduled to be installed in May.
- NOAA will survey for new sites, but no date has been set.

There were comments:

Lundstrom suggested the Ferry Building as a possible new site. **Wheaton** said NOAA was very interested to hear suggestions.

Capt. Korwatch said that operations were well within the budget from OSPR. She is working with Capt. Toledo on the next one. **Capt. Korwatch** said that she had met with staff members of **Senator Barbara Boxer's**, D-California, while she was in Washington D.C. **Capt. Korwatch** asked why money had been authorized for PORTS but had never been appropriated. **Boxer's** staff said that NOAA had never asked for the money. **Boxer's** staff was surprised at how low the budget figure was given the safety and security pay back.

Public Comment

LtCmdr. Mohr said that the Herring Advisory Committee would meet on March 16th to discuss the open fishing period. He asked everyone interested to get their comments in.

Mary Culnane, WTA, said that she had been invited to attend the National Small Vessel Security Summit. A description of that event is attached to these minutes.

Old Business

There was no old business.

New Business

There was no new business.

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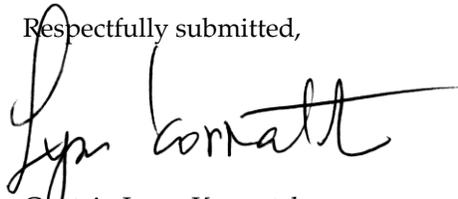
Next Meeting

Lundstrom said that the next meeting would convene at 1000, April 12th, 2007 at the Harbor Master's Office, Port of Richmond, 1340 Marina Way South, Richmond California.

Adjournment

A motion to adjourn was made and seconded. There was no discussion. The motion passed unanimously. The meeting adjourned at 1120.

Respectfully submitted,



Captain Lynn Korwatch
Executive Secretary

USCG SECTOR SAN FRANCISCO	
PREVENTION / RESPONSE - SAN FRANCISCO HARBOR SAFETY STATISTICS	
February-07	
PORT SAFETY CATEGORIES	
	TOTAL
1. Total Number of Port State Control Detentions for period:	0
SOLAS (0), MARPOL (0), ISM (0), ISPS (0)	
2. Total Number of COTP Orders for the period:	2
Navigation Safety (2), Port Safety & Security (0), ANOA (0)	
3. Marine Casualties (reportable CG 2692) within SF Bay: Allison (0), Collision (0), Fire (0),	4
Grounding (1), Sinking (0), Steering (0), Propulsion (3), Personnel (0), Other (0)	
4. Total Number of (routine) Navigation Safety related issues / Letters of Deviation	6
Radar (4), Steering (0), Gyro (1), Echo sounder (0), AIS (1), AIS-835 (0)	
5. Reported or Verified "Rule 9" or other Navigational Rule Violations within SF Bay	0
6. Significant Waterway events or Navigation related cases for the period:	0
7. Maritime Safety Information Bulletins (MSIBs): MSIB 06-05	0
Total Port Safety (PS) Cases opened for the period:	12
MARINE POLLUTION RESPONSE	
	TOTAL
Total Oil/Hazmat Pollution Incidents within San Francisco Bay for Period	33
* Source Identification (Discharges and potential Discharges):	
TOTAL VESSELS	7
Commercial Vessels	3
Public Vessels (Military)	0
Commercial Fishing Vessels	1
Recreational Vessels	3
TOTAL FACILITIES	13
Regulated Waterfront Facilities	0
Other Land Sources	13
UNKNOWN/UNCONFIRMED	13
*Spill Information	
Pollution Cases Requiring Clean-up	4
Federally Funded Cases	1

Oil Discharge and Hazardous Materials Release Volumes by Spill Size Category:	
1. Spills < 10 gallons	16
2. Spills 10 - 100 gallons	3
3. Spills 100 - 1000 gallons	1
4. Spills > 1000 gallons	0
5. Spills - Unknown	13
Total Oil Discharge and/or Hazardous Material release volumes:	254
1. Estimated spill amount from Commercial Vessels:	28
2. Estimated spill amount from Public Vessels:	0
3. Estimated spill amount from Commercial Fishing Vessels:	0
4. Estimated spill amount from Recreational Vessels:	11
5. Estimated spill amount from Regulated Waterfront Facilities:	0
6. Estimated spill amount from Other Land Sources:	215
7. Estimated spill amount from Unknown sources:	0
Penalty Action:	
Civil Penalty Cases for Period	0
Notice of Violations (TKs)	2
Letters of Warning	4
** SIGNIFICANT PORT SAFETY & SECURITY (PSS) CASES **	
* A. MARINE CASUALTIES - PROPULSION / STEERING	
Marine Casualty - Limited Propulsion, M/V CAPTAIN H.A. DOWNING (23 Feb): Vessel lost its starboard propulsion boiler while transiting from Benicia to Anchorage 9, but was able to proceed without incident using its port boiler. The vessel safely transited to Anchorage 9 where it received repairs. It was determined that the cause was a faulty water supply valve to the starboard boiler water drum. When the boiler water level reached the 'low-low' point, the boiler automation appropriately shut down. On 27 Feb, a new water supply control valve to the starboard boiler was installed and tested satisfactorily.	
Marine Casualty - Limited Propulsion, M/V ENERGY CHANCELLOR (26 Feb): The vessel lost bridge control of its main engine while departing Richmond Long Wharf. Local control was maintained and two tugs were already on scene to assist. A COTP order was issued allowing the vessel to transit to Anchorage 9. Proper repairs were made and the COTP order was rescinded on 28 Feb.	
Marine Casualty - Limited Propulsion, M/V OVERSEAS AQUAMAR (28 Feb): Vessel's main engine turbo began surging due to a high exhaust temperature while at sea bound for San Francisco Bay. The vessel moved 40NM off shore and out of the shipping lanes to shut down its main engine and conduct repairs. The crew replaced the exhaust valve of the #2 cylinder, and continued to transit inbound without further incident.	

*** B. MARINE CASUALTIES - VESSEL SAFETY CONDITIONS**

Marine Casualty - Grounding - M/V BELLE AYURA (28 Feb): Vessel ran aground outside of the channel in the vicinity of the San Joaquin River Light #8 while en route to Stockton. Pilot attempted briefly to remove the ship from the mud, but later called for tug assistance. The ship was aground for approximately 2 hours before the tugs could arrive. A COTP order was issued requiring the vessel to have an underwater hull survey and a class hull survey verification prior to departure from San Francisco Bay. Class and dive reports indicated that no damage was sustained. Investigation is pending.

*** C. COAST GUARD - GENERAL SAFETY/SECURITY CASES**

Navigation Safety - M/V CAP MATATULA (01 FEB): Vessel reported that its 3cm radar was malfunctioning during its transit from the Port of Los Angeles to the Port of Oakland. An inbound LOD was issued requiring visibility of at least two nautical miles. LOD also required repairs to be verified by a certified technician prior to departure. The LOD was rescinded on 02 Feb after repairs were made.

Navigation Safety - T/V FOUR SCHOONER (01 Feb): Vessel's 10cm radar was reported inoperable and malfunctioning. An inbound LOD was issued requiring visibility of at least two nautical miles. LOD also required repairs to be verified by a certified technician prior to its departure. The LOD was rescinded on 03 Feb after repairs were made.

Navigation Safety - M/V OCEANTHI (06 Feb): Vessel's AIS was reported inoperable. An inbound LOD was issued requiring visibility of at least two nautical miles. LOD also required repairs to be verified by a certified technician prior to departure. The LOD was rescinded on 07 Feb after repairs were made.

Navigation Safety - T/V SEATREASURE (15 Feb): Vessel reported inoperable gyrocompass. An inbound LOD was issued requiring at least two nautical miles of visibility, in addition to covering up the inoperative gyrocompass to prevent the helmsman from accidentally taking false readings. Written verification of repairs were made prior to departing San Francisco Bay, and the LOD was rescinded on 17 Feb.

Navigation Safety - T/V HELLESPONT TRIUMPH (23 Feb): Vessel's 10cm radar was reported inoperable. An inbound LOD was issued requiring visibility of at least two nautical miles. In addition, the LOD stated that repairs to the 10cm radar must be verified by a certified technician prior to departure. The LOD rescinded on 24 Feb after repairs were made.

Navigation Safety - M/T SITEAM ANATAS (28 FEB): Vessel reported malfunctioning 3cm radar prior to entering San Francisco Bay. An inbound LOD was issued requiring at least two miles of visibility, in addition to repairs verified by a certified technician prior to its departure from Stockton.

SIGNIFICANT INCIDENT MANAGEMENT DIVISION (IMD) CASES:

None.

SIGNIFICANT PORT SAFETY INFORMATION or EXERCISES

None.

VTS San Francisco Transit Stats for Feb07

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	Jan-07	Feb-07		Feb-06	
PUBLIC (incl ACOE, Research, USCG, Naval etc.)	234	157	-33%	213	-26%
TANKER (incl: ITB's)	152	152	0%	176	-14%
CARGO (incl container, bulker, & freight vsls)	389	288	-26%	429	-33%
TUGs with TOWS (incl: ATB's and tank barges)	1208	1026	-15%	1962	-48%
FERRIES (incl both commuter and bay cruise ferries)	4965	4484	-10%	4990	-10%
MISC (incl: school ships, recreation, fishing, & unknown vsls)	2150	2348	9%	1006	133%
PASSENGER (incl cruise ships, and smaller charter vessels)	39	19	-51%	17	12%
TOTAL vsl transits	9137	8474	-7%	8793	-4%

San Francisco Bay Clearinghouse Report For February 2007

San Francisco Bay Region Totals

			<u>2006</u>
Tanker arrivals to San Francisco Bay	62		67
Tank ship movements & escorted barge movements	203		338
Tank ship movements	96	47.29%	210
Escorted tank ship movements	59	29.06%	101
Unescorted tank ship movements	37	18.23%	109
Tank barge movements	107	52.71%	128
Escorted tank barge movements	67	33.00%	69
Unescorted tank barge movements	40	19.70%	59
Percentages above are percent of total tank ship movements & escorted barge movements for each item.			
Escorts reported to OSPR	6		1

<u>Movements by Zone</u>	<u>Zone 1</u>	<u>%</u>	<u>Zone 2</u>	<u>%</u>	<u>Zone 4</u>	<u>%</u>	<u>Zone 6</u>	<u>%</u>	<u>Total</u>	<u>%</u>
Total movements	203		379		0		220		802	
Unescorted movements	96	47.29%	160	42.22%	0	0.00%	95	43.18%	351	43.77%
Tank ships	59	29.06%	93	24.54%	0	0.00%	39	17.73%	191	23.82%
Tank barges	37	18.23%	67	17.68%	0	0.00%	56	25.45%	160	19.95%
Escorted movements	107	52.71%	219	57.78%	0	0.00%	125	56.82%	451	56.23%
Tank ships	67	33.00%	118	31.13%	0	0.00%	49	22.27%	234	29.18%
Tank barges	40	19.70%	101	26.65%	0	0.00%	76	34.55%	217	27.06%

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 2007

San Francisco Bay Region Totals

			<u>2006</u>
Tanker arrivals to San Francisco Bay	127		728
Tank ship movements & escorted barge movements	546		3,917
Tank ship movements	299	54.76%	2,373
Escorted tank ship movements	164	30.04%	1,234
Unescorted tank ship movements	135	24.73%	1,139
Tank barge movements	247	45.24%	1,544
Escorted tank barge movements	143	26.19%	813
Unescorted tank barge movements	104	19.05%	731
Percentages above are percent of total tank ship movements & escorted barge movements for each item.			
Escorts reported to OSPR	6		12

Movements by Zone	Zone 1	%	Zone 2	%	Zone 4	%	Zone 6	%	Total	%
Total movements	411		690		0		404		1,505	
Unescorted movements	193	46.96%	307	44.49%	0	0.00%	180	44.55%	680	45.18%
Tank ships	122	29.68%	188	27.25%	0	0.00%	84	20.79%	394	26.18%
Tank barges	71	17.27%	119	17.25%	0	0.00%	96	23.76%	286	19.00%
Escorted movements	218	53.04%	383	55.51%	0	0.00%	224	55.45%	825	54.82%
Tank ships	130	31.63%	215	31.16%	0	0.00%	99	24.50%	444	29.50%
Tank barges	88	21.41%	168	24.35%	0	0.00%	125	30.94%	381	25.32%

Notes:

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



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March 1, 2007

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

Subject: Harbor Safety Committee Vacancies

The Office of Spill Prevention and Response (OSPR) is announcing openings on the Harbor Safety Committee for members representing the following Organizations:

- Port Authority Representatives for any two of the following ports: Benicia, Richmond, Redwood City, Stockton, or Sacramento
- Pleasure Boat Operators
- Labor Organizations
- Barge Operators
- Tug Operators
- Pilot Organizations
- U.S. Navy
- Commercial Fishing Industry

Copies of this announcement will be available at the March 8th Harbor Safety Committee meeting.

Qualified persons representing the above organizations located in the San Francisco Bay Area are encouraged to apply. Applications for the positions must be post marked no later than April 27, 2007. OSPR intends to appoint the new members at the June 14, 2007, Harbor Safety Committee meeting in Oakland.

For the electronic version of the application, visit the OSPR website at <http://www.dfg.ca.gov/ospr/forms/miscforms/appform.pdf>. Applicants must complete this form and attach a current resume which indicates their qualifications. Additionally, provide a copy of your U.S. Coast Guard Merchant Marine Deck Officer's License, if using such a license to qualify. Mail application materials to:

Mr. Gary Toledo
Office of Spill Prevention and Response
P.O. Box 944209
Sacramento, California 95814-2090

Questions regarding the position, requirements or the application process may be directed to Mr. Gary Toledo at the above mailing address, e-mail address gtoledo@ospr.dfg.ca.gov, or telephone number (916) 324-6450. We look forward to hearing from qualified applicants.

Conserving California's Wildlife Since 1870

**Harbor Safety Committee
Of the San Francisco Bay Region**

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

March 8, 2007

1. CORPS 2006 O&M DREDGING PROGRAM

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

- a. **Main Ship Channel** – Nothing to report.
- b. **Richmond Outer Harbor and Southampton Shoal** – Nothing to report.
- c. **Richmond Inner Harbor** – Reaches 1, 3 and 4 were dredged by years end. Reach 2 was in the process of being dredged through December 2006. Dredging stopped on December 31, 2006. Disposal was at SF-DODS and bad weather limited the amount of trips to that site. The entire channel is being surveyed now and the data will be made available as soon as possible – possibly by the end of next week. However, there are no promises. Surveys were posted on February 6, 2007. The Corps is working on resuming the dredging as soon as the wildlife agencies will allow work to continue. **No tagged fish have been detected entering the Richmond Harbor, so the Corps still planning to begin dredging on April 1, 2007.**
- d. **Oakland O & M Dredging** – The Inner Harbors were dredged until December 31. Surveys were conducted as the dredging proceeded so they have been completed and posted. Nothing new to report.
- e. **Suisun Bay Channel** – Dredging is technically completed to a dredge depth of -35 feet MLLW plus a two-foot over depth allowance - one foot paid and one foot unpaid. The Corps contracting people need to evaluate the post-dredge surveys for accuracy and payment purposes. Once the surveys are approved, they will be posted as soon as possible – which should be within two weeks (from now).
- f. **Pinole Shoal** – Same as Suisun Channel, above. The Corps plans to use the Essayons in June to dredge the Pinole Shoal. If the HSC has an interest in touring the vessel let me know and I will pass along the word. Who in the HSC would be a point of contact? **The Corps is looking into a way to justify doing advanced maintenance to -37 feet MLLW (pus overdepth dredging) at Pinole. Such a project can be authorized under the current maintenance funds. To propose a deepening project would require obtaining funds through a much more lengthy process (Construction General). The Corps is also looking for a way to maintain the North Ship Channel. That channel has historically**

always been deep enough without maintenance dredging. If Pinole is dredged to -37, there would be a good argument for maintaining the North Ship Channel at the same depth. Question: What is the size of the fleet that is now being taken through that area? The answer to this could be important to the argument for maintaining a deeper depth in both the North Ship Channel and Pinole Shoals.

- g. **Redwood City/San Bruno Shoal** – A survey was completed in November 2006. The surveyed indicated that 100,000 to 200,000 cys have been deposited. Volume depends on how deep the Corps intends to dig. There is some money available and the intent is to dredge in the summer of 2007. Corps is awaiting the 2007 budget to be passed. If it is passed and there is enough money in it, Redwood City will be dredged this summer. Disposal location is yet to be determined.

2. DEBRIS REMOVAL

For the month of February 2007, the total tonnage of debris collected 76 tons, as follows:

RACCOON: 60 tons, only 3 working days of underway debris patrols due to the crew being assigned to building 5 Emergency Operations Buildings in Sausalito. On on day th Raccoon located 3 - 110 foot ship camels that were floating free off of NAS Alameda. Note the SF District offices are moving, etc.

GRIZZLY: 16 tons, only 9 days underway due to crew being assigned in the E.O.C. project as well. The Grizzly had located 2 trees floating free in North Bay Shipping Channels; one was 60 feet long and the other was 30 feet long.

This is an increase over the January 2007 total, which was 101.5 tons.

	Grizzly	Raccoon		Total						
Mar	14.00	121.00		135						
Apr	23.50	82.00		106						
May	9.50	37.00		47						
June	0.00	35.00		35						
July	9.00	74.00		83						
August	15.00	71.00		86						
September	12.00	16.00		28						
Oct.	12.00	10.00	3	25						
Nov.										
Dec.				101						
Jan. 2007	39.50	62.00		102						
Feb.	16.00	60.00								
Totals	150.50	568.00	3.00	747						

3. UNDERWAY OR UPCOMING HARBOR IMPROVEMENTS

Oakland 50-ft Deepening Project

The Oakland Harbor Entrance is currently at -43.8 feet MLLW. The dredging equipment for this work was relocated in order to dredge the Oakland Inner Harbor in December 2006 in

order to work during the extended work window. The contractor is going to relocate a cutterhead dredge from southern California to finish this work and place the material in Middle Harbor. Clamshell dredging and transportation of this material to Montezuma would cost three times as much. This deepening work can occur any time and is expected to be finished by spring – hopefully much sooner. Nothing new to report.

4. EMERGENCY (URGENT & COMPELLING) DREDGING

There has been no emergency dredging in FY 2007.

5. OTHER WORK

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

b. Sacramento River Deep Water Ship Channel Deepening

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

6. HYDROGRAPHIC SURVEY UPDATE

Address of Corps' web site for completed hydrographic surveys

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

Main Ship Channel – 16-21 June 2006.

Pinole Shoals – Aug. 28-29, 2006; Sept. 11, 26-27, 2006. Surveys completed in October and November 2006 have been posted

Suisun Bay Channel – Surveys completed in August, September (New York Slough), and November 2006 have been posted.

Suisun Bay Channel Bullshead – March 8, 2006

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

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

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

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

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

Richmond Inner and Outer Harbors: Surveys conducted in October and November 2006 and January 2007 were posted February 6.

ADDITIONAL ITEMS:

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

2. SF Fire Boat House: It has been brought to my attention that the fire engine and crew have been relocated from the SF Fire Boat House to another location several blocks away. Apparently, this move was made last October. The Boat House requires reinforcement and the move is temporary during this time (no time frame had been established when I inquired about the relocation). The result is a short, although possibly significant, delay in response time for the fire boat crew. I was asked to make sure that the Harbor Safety is aware of this and ask if the Committee wants to or needs to say anything to the SF Fire Department regarding this issue. **The Harbor Safety Committee is aware of this temporary relocation. However, since the move does not affect navigation in SF Bay, the Committee has not taken a position on or made any comments about the relocation.**

Memorandum

Date: March 8, 2007

To: Harbor Safety Committee, San Francisco Bay Region

From: Len Cardoza

Subject: Water Transit Authority Technical Advisory Committee Report

Updates (in bold text).

1. The new address for WTA is: Pier 9, Suite 111, The Embarcadero, San Francisco, CA 94111. POC: Lauren Duran at 415-291-3377 or by e-mail at duran@watertransit.org.

2. The WTA Administrative/Legislative/Finance Committee meeting scheduled for February 13, 2007 was cancelled. The WTA Planning and Development Committee meeting scheduled for February 14, 2007 was also cancelled. The next meeting of the Administrative Committee is rescheduled to take place on Tuesday, March 13, 2007. The next meeting of the Planning Committee is scheduled to take place on Wednesday, March 14, 2007 at 1:00 pm. The next Board of Directors meeting is scheduled to take place on Thursday, March 22, 2007 at 12:30 pm.

There is no TAC meeting scheduled in the near future.

Background.

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

The enabling legislation for the WTA, Chapter 1011 of the Statutes of 1999, requires the formation of the Technical Advisory Committee (TAC). The roles of the TAC include the following:

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

California Marine Affairs and Navigation Conference

The 1986 Water Resources Development Act (WRDA) provided a mechanism for paying part of the cost of maintaining the Nation's waterways. An ad-valorem tax on the goods being shipped in and out of the United States was proposed and implemented.

After further legislation and court cases, we now have an ad-valorem tax, the Harbor Maintenance Tax, on imports into the United States that is supposed to pay for the full cost of maintaining the Nation's waterways.

For the Federal Fiscal Year ending September 30, 2006 it is estimated that \$1.2 billion was generated in Harbor Maintenance Tax receipts. An additional \$114 million was generated in interest on the balance. It is further estimated that the Harbor Maintenance Trust Fund ended the year with a balance of \$3.3 billion in unobligated reserves.

It is estimated that the ports and harbors in California move approximately 45%, by dollar, of the waterborne international commerce of the United States. This means that 45% of the Harbor Maintenance Tax is generated on imports entering the United States in California. For the last federal fiscal year (FY2006), approximately \$540 million was collected in California.

On the expense side, CMANC's members estimated \$116 million was necessary for the maintenance of federal channels during the year. The President's Budget for FY2006 for this necessary function was \$53 million. In the end, Congress appropriated \$58 million.

To recap in FY2006: California's ports and harbors estimated that \$116 million was needed just to maintain the federal channels; Congress and the President provided about one half of this amount; the taxes paid for this purpose in California were almost ten times greater than what came back to California.

The California Marine Affairs and Navigation Conference (C-MANC) supports the following three principles concerning the Harbor Maintenance Tax and its uses:

1. Maintain the Corps of Engineers operation and maintenance dredging at traditional levels.
2. Strive to achieve equity among contributors by providing some relationship between the funds returned to a port and contributions made by cargo transiting that port.
3. Retain the ad valorem nature of the tax and allow expanded uses of the funds beyond operations and maintenance.

Harbor Safety Committee

of the San Francisco Bay Region

Mandated by the California Oil Spill
Prevention and Response Act of 1990

March 8, 2007

DRAFT

The Honorable Diane Feinstein
United States Senate
331 Hart Senate Building
Washington, D.C. 20510

Subject: Energy and Water Appropriations: Maintenance Dredging of Authorized
Navigation Projects within the San Francisco Bay Area

Dear Senator Feinstein:

On behalf of the Harbor Safety Committee of the San Francisco Bay Region, I am writing regarding our concern about maintenance dredging of the deep draft shipping channels within the San Francisco Bay Area. As you are aware, the Harbor Safety Committee was established by the California Legislature thirteen years ago in response to the catastrophic Valdez, Alaska oil spill disaster to promote harbor safety by preventing maritime accidents. The twenty-member committee is comprised of the maritime community, labor, recreational boaters, ferry operators and environmental representatives, and the Coast Guard Captain of the Port.

The Committee supports the maintenance of deep draft navigation channels for commercial shipping to authorized and required project depths for the navigational safety of vessels. However, the following Congressionally authorized projects have not been maintained at authorized and required project depths due to funding shortfalls.

Project	FY2008 Required*	FY2008 President's Budget*
Oakland Harbor	13433	7510
Pinole Shoal Channel	1000	0
Redwood City Harbor	5000	0
Richmond Harbor	8000	7775
San Joaquin River – Stockton Channel	3900	3094
San Pablo Bay & Mare Island Strait	5300	0
Suisun Bay Channel / New York Slough	5858	2825
Total	42491	21204

* in thousands of dollars

Harbor Safety Committee c/o Marine Exchange of the San Francisco Bay Region
Fort Mason Center, Building B, Suite 325, San Francisco, CA 94123-1380
(415) 441-7988 – hsc@sfmtx.org

Harbor Safety Committee

of the San Francisco Bay Region

*Mandated by the California Oil Spill
Prevention and Response Act of 1990*

DRAFT

Failure to maintain Federal Projects at their Congressionally authorized and required depths results in hazards to navigation. This can lead to vessel groundings and resulting loss of cargo (including petroleum products and hazardous material) and fuel. Groundings, therefore, have the potential of catastrophic adverse environmental and economic impacts.

The Administration budgeted and Congress appropriated only 50% of California's statewide requirements for Federal navigation projects in Federal fiscal year (FY) 2006. The Administration budgeted only 57% of the funds required for Federal projects in the San Francisco Bay Area in FY 2007. As reflected in the table above, the President's proposed budget for FY2008 only addresses 50% of San Francisco Bay Area's needs for maintenance dredging. This directly results in the failure to maintain the Federal projects in the San Francisco Bay Area at Congressionally authorized and required depths. Three examples follow:

Port of Oakland. Although the Corps of Engineers dredged the Port of Oakland to interim depths of -46 feet in FY 2005-6, shoaling has reduced the entrance channel to 43 feet, six inches.

Port of Richmond. Authorized and required Project Depths are -38 feet, MLLW. The actual (limiting) channel depth is 34 feet.

Port of Redwood City. Authorized and required Project Depths are -30 feet, MLLW. The actual (limiting) channel depth is 29 feet, although additional shoaling may have occurred, further limiting safe navigation.

The Harbor Safety Committee of the San Francisco Bay Region, therefore unanimously supports adequate funding needed to assure Corps of Engineers maintenance dredging of the deep draft navigation projects within San Francisco Bay to authorized and required project depths in fiscal year 2008. The estimated cost is \$42.491 million.

As you know, maintenance dredging is funded by the Harbor Maintenance Trust Fund. For the Federal Fiscal Year ending September 30, 2006 approximately \$1.2 billion was generated in Harbor Maintenance Tax receipts. An additional \$114 million was generated in interest on the balance. The Harbor Maintenance Trust Fund ended the year with a balance of approximately \$3.3 billion in unobligated reserves.

Ports and harbors in California move approximately 45%, by dollar, of the waterborne international commerce of the United States. This means that 45% of the Harbor

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Maintenance Tax is generated on imports entering the United States in California. In federal fiscal year (FY) 2006, approximately \$540 million was collected in California.

We urge your support to include this important item in the Senate Energy and Water Appropriations bill.

Sincerely,

Joan Lundstrom, Chair
San Francisco Harbor Safety Committee

Cc: California Congressional Delegation

March 7, 2007

**Harbor Safety Committee- Ferry Operations Workgroup-Meeting
Port of San Francisco, Pier One.**

Attending representatives from VTS, NOAA, WTA, Port of SF., Golden Gate Ferry, Vallejo - Baylink Ferry, Oakland -Alameda Ferry, Harbor Bay Ferry, Blue and Gold Fleet, Red and White Fleet and Hornblower Dining Cruises.

Scott Humphrey, VTS opened the discussions with an overview of the ferry routing protocol update by displaying graphics depicting the lanes and way points that have been followed by the Ferry Captains during the trial period which began Nov. 06. He pointed out that it is becoming pertinent to develop naming conventions for the Ferry Building Zone, the way points and the routes themselves.

There followed a discussion by the various Vessel and Port Captains posing questions to VTS about the need for creating a comprehensive point to point/ bay wide ferry routing system as some believe these routing schemes constrain the ferries and generate more conflict with commercial traffic than in the past. That by routing ferries into lanes where they are in closer proximity to ocean and tug-tow traffic they must negotiate passing arrangements more often and these routes diminish the high speed vessels inherent ability to avoid this traffic by using their shallow draft and speed to navigate away from this traffic. These comments seemed to particularly focus on the routes in the San Pablo Bay region and on the south bay around the Bay Bridge towers transits.

There was also concern voiced on behalf of the Captains that this protocol would transition from recommended routes and VTS advisories to a regulatory scheme where deviations from the routes would be characterized as negative actions and that penalties for non compliance with the protocol could be forthcoming.

To address these concerns VTS stressed that the routes actually reduced the number of locations of crossing points by establishing them at set way points. The protocol provided a predictability of routing for VTS and Captains to allow more focus on when altered courses are required due to conditions and local knowledge at that time. That the protocol does not seek to take away the ultimate authority of the Captains to set course based on their judgments. That in the context of Homeland Security established routes once again allow for predictability so on the occasion where an alteration of course or speed is witnessed by VTS and no communications from the vessel is forthcoming to explain such an alteration, then a security breach could be more confidently ascertained and investigated.

A large part of the discussion focused on specifics of the routing plotting in the North-San Pablo Bay- and the South bay at the Bay Bridge. There was discussion that the original intent of the protocol was to establish a maneuvering/convergence zone around the Ferry building landing facilities and to produce a vessel to vessel communications protocol to de-conflict approach/docking arrangements, with attention to limited visibility conditions. While it was understood that the point to point routing of ferry traffic was a logical offshoot of this original intent, there was an agreement that a refocus of the zone around the Ferry Building should be carried forward and established as a written plan so that the larger issue of Ferry routes Bay wide could progress from that location as a logical progression of that plan.

It was agreed that the Ferry Captains would forward to Scott Humphrey, VTS their comments on the overall routing scheme, alterations to the south bay route would be updated

that work group members would review the plans for the Ferry Building zone as portrayed on the VTS web site, that preparations for next meetings agenda would focus on the Ferry Building zone and that the **Next meeting would be:**

Tuesday, 10 am. April 3, 2007 at Port of San Francisco, Pier one.

respectfully submitted by

John Davey, Assistant Deputy Director, Maritime
Port of San Francisco
Pier 1, The Embarcadero
San Francisco, CA 94111
Phone 415-274-0522
Fax 415-274-0528
E-mail <mailto:john.davey@sfport.com>
Website <http://www.sfport.com/>

PORTS Work group report
March 8, 2007

Attending

Marc Bayer – Chair	Captain Esam Amso – Co-chair
Joan Lundstrom, BCDC- Harbor Safety Chair	Linda Scourtis, BCDC
Lynn Korwatch, Marex	Alan Steinbrugge – Marex
Captain Eric Dohm, SFBP	Bob Chedsey, CSLC
Gerry Wheaton, NOAA	Davey Jones, NOAA
Captain Pete Bonebakker, ConocoPhillips	

The PORTS workgroup met Feb. 22 at State Lands offices in Hercules;

We would like to thank the California State Lands Commission for hosting these meetings. This is a great service to the marine community.

System status:

Redwood City – fully operational
Alameda – fully operational
Oakland wind – located at the end of 7th street pier, not working, needs to be moved, NOAA team to install by May if hurdles with Port of Oakland can be overcome.
Oakland current meter – waiting for USCG to supply ocean buoy, projected late summer fall 2007, 8’ buoys are in very short supply.
Richmond current meter – same as Oakland current meter
Richmond weather/tide station – May installation by NOAA at Chevron Long Wharf
Golden Gate tide/meteorological station – reporting OK
Amorco – current meter reporting OK
Pittsburg – Tide and met reporting OK

Planned system enhancements;

NOAA must conduct a site survey for the met installations and conduct a TOWS (no idea what this stands for) survey of the current meter sites to determine the actual placement of the new current meters.

Ferry building wind and met
Amorco wind and met
Pittsburg Tide and current

Phone Reporting System;

The new voice system for SF PORTS was reviewed using the temporary 301 number, the full suite of information was selected for several of the PORTS sensors. The committee noted that some of the sensors were reporting as “no information” since the sensor had not been installed nor were there plans to do so. Davey Jones, NOAA, recommended working with Co-Ops to edit those sensors not reporting specific information, i.e. barometric pressure is not installed on any of the sensors.

Gerry will work with Co-ops to make the changes. After the final changes have been made an 866 access number will be published in the Coast Pilot, LTM, Boating & Waterways web site and distributed by the Marex.

Budget:

Marine Exchange, Alan, will provide update.

Target dates:

July 1st

Richmond met station

Oakland wind bird

Amorco met station

November 1st

Pittsburg met

Ferry building met

Benicia wind bird

January 1, 2008

Oakland, Richmond and Pittsburg current meters

Future funding:

Senator Lownethal, Long Beach has sponsored a California PORTS bill, Joan will report.

Next meeting:

Next PORTS meeting March 12 at 1300 State Lands. We would like to see the Port of Oakland, Benicia, Sacramento and Stockton in attendance.

Agenda:

System status

Phone system

Status of TOWS, current study by NOAA to determine optimum placement of future current meters.

Status of site evaluations for Ferry building, Amorco, Benicia and Pittsburg

O&M budget for July 1, 2007 and outwards

Funding

Planned presentation and visit to OSPR in Sacramento

Attending Marc, Lynn, Bob, Joan

Topics not on the agenda

Respectfully,

Captain Esam Amso

INSTALLATION COSTS

MET SENSORS

Oakland Met (wind/air temp)	\$15,400.00
Benicia Met (wind/air temp)	\$15,400.00
Ferry Bldg (wind/air temp)	\$15,400.00
Amoco Pier (wind/air temp)	\$15,400.00

PITTSBURG

Water level station	\$38,885.00
Met (wind/air temp/water temp/baro)	\$ 9,900.00
Side Looking ADP	\$21,450.00

BUOY MOUNTS

Buoy 3	\$11,000.00
Buoy 6	\$11,000.00

FY 08 MAINTENANCE COSTS

ANNUAL MAINTENCE COST

MET SENSORS

Oakland Met (wind/air temp)	\$6,490.00
Benicia Met (wind/air temp)	\$6,490.00
Ferry Bldg (wind/air temp)	\$6,495.00
Amorco Pier (wind/air temp)	\$6,490.00
Alameda (existing Met)	\$6,495.00
Port Chicago (existing met)	\$6,495.00
San Francisco (existing met)	\$6,495.00

WATER LEVEL STATION

Redwood City (includes met)	\$19,800.00
Richmond Pier (includes met)	\$19,800.00
Pittsburg (includes met)	\$19,800.00

CURRENT METERS

Amorco Pier	\$11,770.00
Pittsburg pier	\$11,770.00
Buoy 3	\$18,710.00
Buoy 6	\$18,710.00

DHS National Small Vessel Security Summit

...Managing the Risk!

19 - 20 June 2007

Washington DC Metro Area

Summit Scope

- The DHS National Small Vessel Security Summit is to provide a national forum for maritime stakeholders to discuss and present ideas on the development of security measures to mitigate gaps in small vessel management and control within the US maritime domain

A Small Vessel...

- For the purposes of the Summit...
 - A "small vessel" is characterized by any watercraft, regardless of method of propulsion that is generally, less than 300 gross tons, and used for recreational or commercial purposes. **Small vessels include** commercial fishing vessels, recreational boats and yachts, towing vessels, inspected or uninspected passenger vessels, or any other commercial vessels involved in foreign or US voyages.

Small Vessel Risks

- National Security Risks for Small Vessels:
 - Use of small vessel as a conveyance to smuggle weapons (including, but not limited to Weapons of Mass Destruction or Effect);
 - Use as Water Borne Improvised Explosive Device (WBIED);
 - Use as a conveyance to smuggle terrorists into the US; and,
 - Use as a platform for standoff weapon attacks on the maritime industry or critical infrastructure

Keynote Speaker: Secretary Michael Chertoff

350 key maritime stakeholder participants - by invitation only!

Discussion Panels:

Federal Agencies (USCG, CBP, TSA, DNDO)

State & Local Enforcement

Commercial Small Vessel Stakeholders

Recreational Boaters, Manufacturers, Facility Operators

Break-out Discussion Groups

1. One of my tasks as the small vessel representative on the National Maritime Security Advisory Committee is to seek a list of candidates (minimum two) from Bay Area region, representative of the one or more of the groups listed above, to provide to DHS for the formal invitation to be distributed to candidate.
2. Participants are responsible for lodging/transportation
3. If interested, email Mary Frances Culnane at culnane@watertransit.org; or, 415.364.3193