



of the San Francisco Bay Region

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

HARBOR SAFETY COMMITTEE OF THE SF BAY REGION

Thursday, April 11, 2002

Port of Oakland, 530 Water Street, Oakland, CA

Capt. Grant Stewart, American Ship Management, called the public meeting to order at 10:00 and welcomed those in attendance. The Secretariat confirmed the presence of a quorum. The following committee members or alternates were in attendance. **Len Cardoza**, Port of Oakland; **Denise Turner** (alternate for John Davey), Port of San Francisco; **Tom Wilson**, Port of Richmond; **Nancy Pagan**, Port of Benicia; **Stuart McRobbie**, SeaRiver Maritime; **Brian Dorsch**, ChevronTexaco; **Don Watters**, CSX Lines; **Scott Merritt**, Foss Maritime; **Marina Secchitano**, Inland Boatmen's Union; **Capt. Margaret Reasoner**, Crowley Maritime Services; **Michael Beatie**, Golden Gate Bridge District, Ferry Division; **Capt. Larry Teague**, San Francisco Bar Pilots; **Nick Salcedo** (alternate for Joan Lundstrom), Bay Conservation and Development Commission; and **Kathryn Zagzebski**, Marine Mammal Center. Also present were U. S. Coast Guard representative, **Capt. Larry Hereth** (MSO); U. S. Army Corps of Engineers representative, **Jim Delorey**; OSPR representative, **Jack Geck**; State Lands representative, **Ken Leverich**; and Marine Exchange/Clearinghouse representative, **Lynn Korwatch**. In addition, more than twenty representatives of the maritime community and interested public were present.

The following corrections were made to the minutes of the 3-14-02 meeting. **L. Teague**: page 3, COE Report, line 4, should read "That area is critical to all upriver ports."; and, eight lines from the bottom, should read, "so it probably will happen. **J. Delorey**: In the Ferry Operators Work Group Report, language in line 5 should indicate that "funding has been allocated to design of a new debris removal vessel. **MOTION** by **L. Teague**, seconded by **B. Dorsch**, to "approve the minutes of the 3-14-02 meeting as corrected." Motion passed unanimously.

The Chair noted two additions to the agenda: A report from the Plan Review Work Group, **S. Merritt**; and, under Old Business, a report from **Lt. Cmdr. Kristin Williams** on Rule 9 violations.

USCG COTP'S REPORT, L. Hereth (1) **Lcdr. John Caplis**: A written report of port operations statistics for pollution response and investigations and significant port safety events for the period March 1, 2002 through March 31, 2002 is made a part of these minutes. Efforts in the process to clean up the JACOB LUCHENBACH as a source of oil spills are on-going. The actual clean-up operations should begin in late May or early June. Question: What product was on the ship reported to have no IGS. **J. Caplis**: MTBE. (2) **L. Hereth** reported on security issues. There has been a lot of discussion regarding national and international schemes. The National Area Committees are required to produce a plan. On the local level, the Port Security Committee for the SF Bay Area will also develop a plan. There will be discussions locally over

Harbor Safety Committee

of the San Francisco Bay Region

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

the month on how to set up the committee. On a national level, Harbor Safety Committees are being transferred to National Safety and Security Committees. Because of the way the California Harbor Safety Committees are addressed in state statutes, a separate committee will be put together to meet periodically. How it will be formed is still open to discussion and input is encouraged. The national planning guidelines will be coming in the next month, with an aggressive time frame. The Area Contingency Plan will be supported by vessel and facility security plans. The plans for facilities will line up with the interim plans. National policy for vessel plans will be published in the next month or two. Plans on the vessel side will be an IMO/international venture to create an economy in the number of plans required by vessels. Discussions will take place at IMO in May/June. West Coast representatives have been attending national meetings on the East Coast, participating in discussions regarding vessel routing, etc. Question: Has there been any local input into vessel security plans? **L. Hereth:** There has been some input into the interaction between vessels and facilities. Question: Do vessel security plans include passenger ferries? **L. Hereth:** Eventually. Now the focus is on deep draft vessels. Bay Area representatives met after September 11th and developed a ten-point program that is in action now. Question: Do terminal facility plans include ferry terminals? **M. Beatie:** Golden Gate Bridge District, Ferry Division, has brought in Greg Hansen to be Security Officer and will send **Capt. David Clark**, Ferry Division General Manager, as a representative to the Security Advisory Board. **L. Hereth:** The focus on terminal security has been on terminals that handle hazardous materials and regulated terminals. When policy on vessel and facility security comes out, it will encompass a broader range of facilities. Cruise ship terminals are already ratcheting up security. Question: Does the recent NAVIC regarding cruise ship terminals relate to ferry terminals? **L. Hereth:** No. It's based on gross tonnage. Cruise ship terminals are included in federal regulations that affect cruise ships. They are treated like airport terminals now. The security measures, including searches and screening, are more rigorous than they could be on the ferry system, based on the nature of the ferry business. Question: Has anyone looked at what lessons could be learned for the 80-90 year olds regarding how things were conducted and streamlined during periods of war?

CLEARINGHOUSE REPORT, A. Steinbrugge. A written report with statistics for the month of March 2002 is made a part of these minutes. There were no calls to OSPR so far this year. There were six in 2001 and five in 2000.

OSPR REPORT, J. Geck. **Capt. John Karakoulakis**, SeaRiver Maritime, was sworn in as tanker operators' representative alternate for Stuart McRobbie.

NOAA Report, M. Gallagher. (1) **M. Gallagher** reported that he missed the last HSC meeting because he was in Alaska getting orientation for his next assignment. His replacement will be in SF sometime in May. (2) NOAA vector electronic navigation charts (ENC's) are available for

Harbor Safety Committee

of the San Francisco Bay Region

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

free download at <http://chartmaker.ncd.noaa.gov/mcd/enc/prodinfo.htm>. The number of available charts is increasing as production is stepped up. Available ENC's include approaches to SF Bay and most of the ports and terminals within the Bay. These ENC's are now in continual maintenance, meaning that they are updated regularly (approximately monthly) to reflect changes published in the *Notice to Mariners*. Check the website regularly as new charts are continually being added to the ENC inventory. (3) New editions of the following charts will be produced in the 2nd half of calendar year 2002. 18656 (Suisun Bay), 18654 (San Pablo Bay) and 18651 (Southern San Francisco Bay). Changes or suggestions should be forwarded to **M. Gallagher** in the next month or two, Michael.S.Gallagher@noaa.gov.

COE REPORT, J. Delorey. (1) The text of the COE Report is made a part of these minutes. (2) **L. Cardoza** reported that the second contract (18 months) has been awarded for the Oakland 50 foot Project. Work is expected to begin in the next week or so and will include expanding the Inner Harbor turning basin, work on bulkheads and dredging the Inner Harbor Channel. (3) Emergency dredging may be necessary in Bulls Head reach. The next survey is scheduled for early May. **E. Dohm:** Bulls Head has been identified as an area that experiences significantly heavy shoaling. The scope of the quarterly survey is narrower than the area of shoaling. It is recommended that the survey area be broadened to cover from the UP RR Bridge to Avon. A couple of spots in this area had 2 feet of shoaling between the November and February surveys.

STATE LANDS COMMISSION REPORT, K. Leverich. (1) In the past month there were no marine terminal spills. Irregularities on vessels were reported to the CG twice. Because State Lands have so many people in the field they are sometimes able to advise the CG of things they would not otherwise hear. (2) The Prevention First Symposium will be held in Los Angeles September 10-11. (3) State Lands is working closely with the CG on port security. The first joint security meeting will be held in the next month or so. (4) Regarding the vessel reported to have an inoperable inert gas system (IGS), **L. Teague** noted that he was the pilot the next day. The problem was one of communication. The agent told the master that it was not necessary to activate the system at the affected terminal. **Pete Bonebakker,** Tosco Refining Company: In some cases, chemical tankers are not required to use IGS and, since it can foul the system for the next cargo, if they don't have to, they sometimes don't. MTBE can come from natural gas (chemical) or petroleum based sources. Where it comes from affects the applicable regulations. There is no consistency from port to port. Some COTP's and some terminal operators require chemical tankers to employ IGS and others don't. **L. Hereth:** The reason for the regulations is that MTBE is a volatile cargo during discharge. The master should be clear on the safety concern without asking the agent. IGS should be operating at all times. The purpose is to protect the emission source from tracking back to the vessel and blowing it up. An advisory notice can go to all agents advising them that, if the cargo is flammable, IGS must be in operation during transfer. The Chair requested that **L. Hereth** report back at the next meeting.



of the San Francisco Bay Region

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

DREDGING FUND SUPPORT, M. Beatie. Cuts to the COE operating and maintenance budget have resulted in funding for several Bay Area projects being reduced or eliminated completely. **M. Beatie** has attended Bay Planning Coalition meetings and brings the most recent draft of their suggested letter of support, which is made a part of these minutes, to the HSC for approval. **L. Cardoza:** Currently, the House and Senate sub-committees on Navigation, Energy and Water Appropriations are addressing budget mark-ups. The timing is excellent for voicing support for increased funding for Bay Area dredging projects. The Bay Planning Coalition has already sent letters to the California Congressional Delegation. Letters from the HSC would add credibility. **M. Beatie:** Boating and Waterways staff is reviewing the letter for submission to the Governor and will address it at the next Commission meeting. **MOTION** by **B. Dorsch**, seconded by **M. Beatie** to “approve the letter as written.” Motion passed unanimously.

NAVIGATION WORKGROUP REPORT, L. Teague. No report.

UNDERWATER ROCKS WORKGROUP REPORT, L. Cardoza. (1) The full report of the work group is made a part of these minutes. Reports completed in connection with the project are available on the SF District COE website: www.spn.usace.army.mil. Question: Will oil spill trajectory graphics be included on the website? **A. Steinbrugge:** The MX has a CD and can make copies. A direct source is **Dave Patterson**, COE Project Manager, 415-977-8707.

FERRY OPERATIONS WORKGROUP REPORT, N. Pagan. The draft letter for the Bay Debris Removal Funding Letter was distributed. **N. Pagan** reported that the work group recommends the following last minute changes to the draft:

“On behalf of the Harbor Safety Committee of the San Francisco Bay Region, we are writing to request your support for additional Congressional appropriations for the Army Corps of Engineers’ ~~Debris Removal~~ Collection and Disposal Off-Loading Debris Projects in San Francisco Bay.

It has been brought to our attention that some funding has been allotted for the ~~construction~~ design of a new debris removal vessel, which will work in conjunction with the existing vessel, the M/V Raccoon and that additional funding is requested to construct this vessel. We fully support this plan and sincerely hope that the funding can be found to rapidly complete this new vessel.

This winter while the M/V Raccoon was laid up in dry dock with a rudder problem, there was virtually no debris removal and several of the fast ferries ingested debris in their water jet intakes causing delays and sometimes expensive

Harbor Safety Committee

of the San Francisco Bay Region

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

diving operations. The debris removal projects are important to the safety of all vessels plying San Francisco Bay, from large commercial vessels to small recreational boats. These projects are especially important to the new fast ferries navigating San Francisco Bay to provide an important and popular transportation alternative.

We are very concerned about cuts in Operation and Maintenance funding in the U. S. Army Corps of Engineers' Civil works budget for port and harbor work. ~~Local government and industry are working as cost sharing partners with the federal government to fulfill our common interests in successful trade and commerce and commensurate environmental restoration. We believe cost sharing is a fair and reasonable approach and deserves continued federal support.~~

Thank you for your consideration of these requests.”

Question: Why delete the language in paragraph 4? **J. Delory**: The COE is not aware of any cost sharing arrangements and suggesting that there is may reduce federal funding without the existence of other funds to replace those lost. **M. Beatie**: Should the cost sharing language be deleted from the dredging funding support letter approved earlier? **J. Delory**: No. That cost sharing agreement is already in place. MOTION by **S. Merritt**, seconded by **B. Dorsch**, to “approve the letter as amended.” Motion passed unanimously.

HUMAN FACTORS WORK GROUP, D. Watters. The final version of the engine and propulsion casualty brochure was submitted for a vote of approval. **Rob Hughes** of Fish and Game has incorporated all changes and comments recommended by the work group. Question: Where will it be distributed? **D. Watters**: 1,000 color copies will get onboard ships coming into SF Bay with the help of the MX, CG, pilots and agents/owners. **P. Bonebakker**: The brochure should be sent electronically to the ships so they receive them well in advance of arrival. Question: Who prints the brochures? **D. Watters**: Fish and Game has contracted for the printing. It was recommended by a public participant that outreach go beyond the SF Bay Area, to Area Committees up north and in the LA/LB area. MOTION by **T. Wilson**, seconded by **M. Reasoner**, to “approve the brochure as submitted.” **D. Watters**: The work group will schedule another meeting to zero in on how to distribute the brochures. Regarding electronic distribution, it was hoped to have a copy available on the bridges of vessels and they may not have printing capabilities.

PREVENTION THROUGH PEOPLE WORKGROUP, J. Geck. 4,000 copies of *Where the Heck Is Collinsville?* are available at this meeting for distribution.



of the San Francisco Bay Region

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

TUG ESCORT WORKGROUP REPORT, J. Lundstrom. The workgroup's next meeting is scheduled for Tuesday, 4-30-02 at 1400 at the State Lands Office.

HARBOR SAFETY PLAN ANNUAL REVIEW, S. Merritt. S. Merritt, M. Reasoner, T. Wilson and A. Steinbrugge met yesterday to work on this year's update and look at the process for updating the plan. They went through each part of the plan and identified who is responsible for that part. Each work group is asked to meet to review their work and submit a report. **M. Reasoner** proposed simplification the process. The base plan doesn't change much. In the future, annual updates or reports from the various work groups and agencies on their accomplishments and their goals for the next year would be combined, including any recommendations, and would be forwarded to the Administrator with a cover letter from the Chair. They would stand separate from the plan from year-to-year. It will mean a little more work this year, but will be simpler in future years. Work group submissions should be submitted by the May HSC meeting, which will give the MX a month to incorporate them into the main document for the June meeting. The Chair added that he would like to see the recommendations in the plan that have been overcome by events eliminated. The goal is to approve the updated plan at the June meeting. Work group submissions should be forwarded the **A. Steinbrugge**, who can also provide the work groups' tasks.

PORTS REPORT, A. Steinbrugge. (1) **A. Steinbrugge** introduced **David Jones**, NOAA Area Ports Representative for SF, LA and Houston-Galveston. (2) The system is functioning. CalTrans is putting the power into the Benicia Bridge on support #10 for the side-looking current monitor. Next Monday the Oakland meter will be looked at to see if it can be made operational. Salinity instruments are going into Richmond at the end of the Chevron Wharf and the old CG facility at Chrissy Field. More will be added when additional funding is received. Question: Regarding salinity meters, has USGS been approached to tap into their data stream? **D. Jones:** USGS accepts no responsibility for the data they collect, whereas NOAA does a quality review of data it provides. In addition, the NOAA data is real-time, while the USGS data is self-contained. They don't mesh together well. Question: Why is there a need for a salinity meter at the GG Bridge? **D. Jones:** When the project began, oceanographers wanted data from there. Question: Will NOAA's website include a link to real-time whale sounds that are coming on line? **D. Jones:** It hasn't been discussed, but could be done. (3) **L. Korwatch** reported on the status of efforts to identify funding to keep PORTS running. Vice Admiral Conrad C. Lautenbacher, Jr., Under Secretary of Commerce for Oceans and Atmosphere and NOAA Administrator, met with representatives of the Marine Exchange, Port of Oakland and SFBP last week. The value of the system and the lack of funding to continue operation of PORTS for more than another two months was discussed. There is no money coming from the state and we are forced to look at users to see how they can support the system. One avenue is to develop a strategy for getting a significant number of recreational users to participate in the funding,

Harbor Safety Committee

of the San Francisco Bay Region

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

perhaps by adding an additional \$.25 to boater registration. For commercial users, the MX has suggested a per transit surcharge on the pilot bill. Any input into how to address identifying a funding source is welcome. **D. Jones:** The original project was NOAA-funded as a demo project. The theory was that users or the state would take over. Congress voted four years ago that there would be no funding for maintenance of existing PORTS. OSPR funded the running of the program until two years ago, leaving the MX and NOAA to manage the funds. The total cost for Houston PORTS (\$200,000/year) is paid by the port. Question: What about soliciting voluntary contributions? **L. Korwatch:** To go hat-in-hand on an annual basis is time consuming and not a good way to address funding because it keeps the program tenuous. The current situation doesn't allow for the system to be expanded. Question: What is the current annual budget? **A. Steinbrugge:** \$170,000. **L. Hereth:** Is OSPR reconsidering financial participation? Why did they withdraw? **K. Leverich:** General budgetary cuts and restraints. Suggestion: Could marine fuel taxes be used for this marine use? Suggestion: Electronic access could be set-up on a user fee basis with a password to log-on. Question: Should a work group be created to address PORTS funding since the HSC supports PORTS? **M. Korwatch:** The MX can host a meeting to solicit input. **M. Beatie:** There is added clout in the HSC approaching OSPR and Boating and Waterways again and emphasizing the value of PORTS. The Chair asked if there are any examples where PORTS has been demonstrated to be a successful preventative measure? **S. Merritt:** There was an incident where a deeply loaded Maersk vessel arrived late and would not have been able to go to dock if data from PORTS hadn't indicated more water than predictions. In terms of safety, it generally works in the reverse. Shippers take a more cautious approach when PORTS data is different than the predictions for water level, current, wind, salinity, etc. **L. Hereth:** The economic and commercial value of PORTS is not insignificant. The Chair called for volunteers to sit with him on a short-term Ports Funding Work Group: **S. Merritt, M. Reasoner, M. Beatie, T. Wilson, T. Gallagher** and MX representatives **L. Korwatch** and **A. Steinbrugge**.

OLD BUSINESS. **Lcdr. Kristin Williams**, Senior Investigating Officer, USCG MSO, reported on investigation of reported Rule 9 violation cases. MSO has been tracking reported violations for eight months. There have been 12 cases, which resulted in two warning letters, one verbal warning and education of the mariner, and two determinations of no violation. Seven cases remain open. CG MSO is seeking civil penalties in two, suspension/revocation proceedings in one, two are in the location process and two can't be located. The CG continues to work on education processes, including distribution of *Where the Heck is Collinsville*, the marine communications brochure, and the Rule 9 brochure. Virtually every channel in SF is designated a narrow channel since a 1995 COTP order. Question: Are recreational boaters being made aware of the security issues when a small boat cuts off a large vessel? **K. Williams:** The PICYA website has posted information on the issues. MSO has created a Rule 9 violation sheet in working with the pilots. **Greg Rule** has developed a one-and-half hour presentation that he is

Harbor Safety Committee

of the San Francisco Bay Region

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

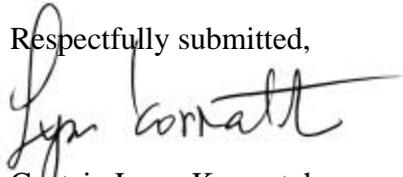
giving to yacht clubs regarding Rule 9. The CG has sent representatives to more than seven work groups and is receiving more requests through VTS. **M. Reasoner:** Tugs/barges defer to large vessels and move outside the channel as part of their routine operating area, foregoing Rule 9 protection. Pleasure boats need to know this.

NEW BUSINESS. (1) **M. Beatie:** There is a new 36+ knot fast ferry on the bay. The “Vallejo” will run from Vallejo to the Ferry Building and 41/43. (2) **M. Reasoner:** HSC should encourage Boating and Waterways to send a representative to HSC meetings. **M. Beatie** responded that he is Chairman of the Commission.

The next meeting of the HSC will be held at 1000 hours at the Port of San Francisco on May 9, 2002. The Water Transit Authority will make a presentation at that meeting.

MOTION by **L. Teague**, seconded by **M. Reasoner** “to adjourn.” Meeting adjourned without objection at 1210.

Respectfully submitted,



Captain Lynn Korwatch
Executive Secretary

USCG Marine Safety Office San Francisco Bay
Port Operations Statistics
For 1 to 31 March 2002

PORT SAFETY:	TOTAL
• SOLAS Interventions/COTP Orders:	2
• Propulsion Casualties	1
• Steering Casualties:	1
• Collisions/Allisions:	1
• Groundings	0

POLLUTION RESPONSE:	MSO
Total oil pollution incidents within San Francisco Bay for the month:	11
▪ Source Identification; Discharges and Potential Discharges from:	
Deep Draft Vessels	01
Facilities (includes all non-vessel)	4
Military/Public Vessels	1
Commercial Fishing Vessels	0
Other Commercial Vessels	0
Non-Commercial Vessels (e.g. pleasure craft)	2
Unknown Source (as of the end of the month)	4
▪ Spill Volume:	
Unconfirmed	3
No Spill, Potential Needing Action	1
Spills < 10 gallons	3
Spills 10 to 100 gallons	4
Spills 100 to 1000 gallons	0
Spills > 1000 gallons	0

Significant Cases:

MAR - Ongoing oiled bird response. Oil sample analysis matched oil collected from the SS LACOB LUCKENBACH. The Coast Guard is currently evaluating salvage proposals to assess and remove the oil from the shipwreck.

05 MAR – M/V INDEPENDENCE (US) hit the Carquinez Bridge while being towed to Suisun Bay. Minor damage occurred to bridge, approximately 20 feet of mast dangling by cables. Case forwarded to Investigations Department.

10 MAR – M/V MCKINNEY MAERSK (DA) lost propulsion while transiting outbound. COTP Order was issued ordering vessel to make repairs. Repairs were made and COTP Order was rescinded.

19 MAR – T/V Jo Lonn (NL) was transferring without an operational inert gas (IG) system. COTP Order was issued ordering vessel to make repairs and LOU required for \$27,500. Repairs were made and COTP Order was rescinded.

21 MAR – M/V Hyundai No. 109 (PM) had a failure of steering gear electric motor. LOD was issued allowing vessel to proceed to berth. Repairs were made and documentation received.

San Francisco Bay Clearinghouse Report For March 2002

San Francisco Bay Region Totals

			2001
Tanker arrivals to San Francisco Bay	61		64
Tank ship movements & escorted barge movements	235		318
Tank ship movements	150	63.83%	213
Escorted tank ship movements	96	40.85%	98
Unescorted tank ship movements	54	22.98%	115
Tank barge movements	85	36.17%	105
Escorted tank barge movements	57	24.26%	57
Unescorted tank barge movements	28	11.91%	48
Percentages above are percent of total tank ship movements & escorted barge movements for each item.			
Escorts reported to OSPR	0		0

Movements by Zone	Zone 1	%	Zone 2	%	Zone 4	%	Zone 6	%	Total	%
Total movements	148		222		0		118		488	
Unescorted movements	48	32.43%	77	34.68%	0	0.00%	44	37.29%	169	34.63%
Tank ships	36	24.32%	53	23.87%	0	0.00%	27	22.88%	116	23.77%
Tank barges	12	8.11%	24	10.81%	0	0.00%	17	14.41%	53	10.86%
Escorted movements	100	67.57%	145	65.32%	0	0.00%	74	62.71%	319	65.37%
Tank ships	62	41.89%	92	41.44%	0	0.00%	41	34.75%	195	39.96%
Tank barges	38	25.68%	53	23.87%	0	0.00%	33	27.97%	124	25.41%

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 2002

San Francisco Bay Region Totals

			<u>2001</u>
Tanker arrivals to San Francisco Bay	169		710
Tank ship movements & escorted barge movements	715		3,501
Tank ship movements	454	63.50%	2,376
Escorted tank ship movements	267	37.34%	1,110
Unescorted tank ship movements	187	26.15%	1,266
Tank barge movements	261	36.50%	1,125
Escorted tank barge movements	159	22.24%	609
Unescorted tank barge movements	102	14.27%	516
Percentages above are percent of total tank ship movements & escorted barge movements for each item.			
Escorts reported to OSPR	0		6

<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	438		655		0		380		1,473	
Unescorted movements	170	38.81%	266	40.61%	0	#DIV/0!	155	40.79%	591	40.12%
Tank ships	118	26.94%	184	28.09%	0	#DIV/0!	87	22.89%	389	26.41%
Tank barges	52	11.87%	82	12.52%	0	#DIV/0!	68	17.89%	202	13.71%
Escorted movements	268	61.19%	389	59.39%	0	0.00%	225	59.21%	882	59.88%
Tank ships	169	38.58%	255	38.93%	0	0.00%	125	32.89%	549	37.27%
Tank barges	99	22.60%	134	20.46%	0	0.00%	100	26.32%	333	22.61%

Notes:

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

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

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

11 April 2002

1. CORPS 2002 O&M DREDGING PROGRAM

- a. ***Main Ship Channel*** – March – April 2002 timeframe – Corps dredge Essayons is dredged the Main Ship Channel and is scheduled to complete any cleanup work by the end of this month.
- b. ***Richmond Outer and Southampton*** - March – April 2002 timeframe – Corps dredge Essayons is currently dredging Richmond Outer and Southampton Shoal and is to complete work by the end of this month.
- c. ***Richmond Inner*** – May – June 2002 time frame – Ocean Disposal.
- d. ***Oakland (Inner & Outer)*** – June – July 2002 timeframe – Ocean Disposal.
- e. ***Suisun Bay Channel*** - July- August 2002 timeframe – Upland Disposal if funding permits.
- f. **San Rafael** – This is a congressional addition to the Corps budget – July- August 2002 timeframe – In-Bay/Winter Island Disposal.
- g. **Petaluma** – This is a congressional addition to the Corps budget – July 2002 time frame – Upland Disposal.
- h. **Larkspur - August** - September 2002 timeframe – In-Bay Disposal at Alcatraz. Anticipate a late start because of environmental window in one location of the channel. Still on schedule.
- i. **Redwood City** – Post dredge survey showed that the contractor did not complete this project last year. Plan to have the contractor start work to complete this project in the next few weeks. Material will be disposed of at the Alcatraz Island Dredge Material Disposal Site (SF-11).

2. DEBRIS REMOVAL

The total tonnage of debris collected on the San Francisco Bay for March 2002 was approximately **70** tons This is the same as February. The *Raccoon* was down for about 11 days in March.

3. UNDERWAY OR UPCOMING HARBOR IMPROVEMENTS

a. **Oakland 50-ft** – Construction is underway. Corps has awarded the second construction contract to Dutra and the contractor has been given the notice to proceed.. The second contract covers the Inner Harbor Turning Basin Phase I A-2. This contract covers some demolition, marine construction and a little dredging. The Corps has received approximately 8.4 million dollars for the project this year (FY02). With the available funds, Corps may only be able to let one more contract this year.

b. **S.F. Rock Removal Feasibility Study** -

Status unchanged.

The 50% Administrative Draft of the EIS/R has been completed, reviewed and revisions accomplished. Copies were provided to the other Agencies around 1 February. Alternatives formulation will be a major portion of work for the 100% Administrative Draft.

A contract for a Risk Model has been awarded. We have also received the draft oil spill model. This model provides the first estimate of damage caused by an oil spill. This will be used to balance against the cost of removing the rocks.

c. **Avon Turning Basin.**

Status unchanged. Corps is still waiting for cost sharing.

Coast guard has met with the users and it looks like the cost sharing agreement should go forward.

Congress added \$250,000 this FY to prepare a General Reevaluation Report (GRR) and evaluate the feasibility of constructing a Turning Basin at Avon. This Basin is part of the un-constructed Phase III, John F. Baldwin Ship Channel project. To initiate this study the COE has prepared a Study Plan and has submitted a draft 50/50 cost sharing agreement to Contra Costa County, for their consideration.

4. EMERGENCY DREDGING

We continue to monitor the problem area in the Suisun Channel that has required emergency dredging in the past. Last survey showed this area to be satisfactory. Next survey is scheduled for early May.

5. CORPS' BUDGET

Status unchanged.

Corps has received the funds for projects scheduled this year. After review of the funding for this year, there is some concern we could be short of funds. However, this will depend on the actual shoaling rates on our projects. However, the Corps still intends to complete all projects scheduled for this year. The Corps budget contains congressional additions for San Rafael and Petaluma maintenance dredging.

6. OTHER WORK

The San Francisco District and the Sacramento District are looking at a joint feasibility study to deepen the JFB Ship Channel from Avon to Stockton. This would be only 1 or 2 feet. Reconnaissance Study was performed a couple of years ago. Division has given ok to proceed with study. The Port of Stockton and Contra Costa County have agreed in principle to cost share the study.

The Corps has identified the Department of Water Resources to perform additional work on the salinity model. The Project Management Plan (PMP) is being revised to support the cost sharing agreement.

SAMPLE LETTER OF SUPPORT FOR
FISCAL YEAR 2003 FEDERAL ENERGY
AND WATER APPROPRIATIONS
FOR SAN FRANCISCO BAY HARBOR
DREDGING AND RELATED SHORELINE
WETLANDS RESTORATION PROJECTS

<Date>

The Honorable <Your Congressional Representative>
Attention: < Legislative Director >
United States House of Representatives
Washington, DC 20515

Subject: FY 2003 Energy & Water Appropriations for San Francisco Bay-Delta Region harbor dredging
and related shoreline wetlands restoration projects

Dear Representative <Name>:

On behalf of <Your Company/Organization> I write to request your support for appropriations for
urgently needed civil works projects in the San Francisco Bay Area as follows:

Continuing Construction Projects:

- Port of Oakland Harbor – continue construction, -50 foot deepening \$50 million

This project, authorized in WRDA 99, received “new start” funding in FY 2001 and a \$10 million appropriation for 2002. The -50 foot deepening is the underpinning of the Port of Oakland’s \$600 million expansion. The deepening is essential if the Port is to meet the need to accommodate new deep draft container ships. The Port of Oakland is the fourth largest container port in the United States and an economic powerhouse for the Bay Area and all of California.

- Hamilton Airfield wetlands restoration – continue construction on this multi-user, regional dredged material re-use/disposal site \$3.9 million

This project, also authorized in WRDA 99 and started with FY2001 funding, is one of three disposal sites for the Port of Oakland’s –50 foot deepening project. It meets the economic and environmental goals cooperatively established by Bay Area stakeholders (business, environmental and government agency representatives) in the LTMS: to accomplish essential dredging of our ports and harbors, beneficial reuse of dredged material and restoration of wetlands around San Francisco Bay.

- SF Bay to Stockton (J.F. Baldwin and Stockton Ship Channels) – continue construction (Avon turning basin) \$ 2.3 million
- Oyster Point Harbor, Sec. 107 project – breakwater construction 779 thousand
- Pillar Point Harbor, Sec 107 project – complete Phase 2 feasibility 450 thousand

US Army Corps Operations and Maintenance: The following dredging and disposal projects are essential to ensure navigation safety and economically efficient and environmentally sound transportation of goods and people in the San Francisco Bay region:

- Oakland Harbor – maintenance dredging and ocean disposal \$12 million
- Pillar Point Harbor – survey, east arm 200 thousand
- Project Condition Surveys – surveys for future dredging 1.5 million

- Richmond Harbor – maintenance dredging and ocean disposal 8 million
- San Francisco Bay Long Term Management Strategy (LTMS) – study of methylmercury; environmental windows 2.625 million
- San Francisco Harbor – SF bar channel (dredging to 55 ft.) 2 million
- SF Harbor and Bay debris removal and maintenance of debris boats 2.5 million
- San Joaquin River – Stockton Channel – maintenance dredging and survey 3.8 million
- San Pablo Bay/Mare Island – dredging of Pinole Shoal 4 million*
- San Rafael Creek– maintenance dredging 1.8 million
- Santa Cruz Harbor – dredging 1.2 million
- Suisun Bay Channel/New York Slough – periodic maintenance, upland disposal 7 million*

*Maintenance dredging of Pinole Shoal and Suisun Bay Channel/New York Slough to their authorized depths is essential to the continued safe transport of crude oil and other bulk materials through San Francisco Bay and into the Sacramento-San Joaquin Delta along the Carquinez Strait. Last year an oil tanker ran aground in Suisun Bay Channel; we must ensure this does not happen again.

Navigation Studies:

- Port of Stockton (Stockton Deep Water Ship Channel) – continue feasibility study 400 thousand
- San Francisco Bay (rocks removal) – continue feasibility study 300 thousand
- Santa Cruz Harbor – renegotiation of MOA 100 thousand
- SF Bay to Stockton (Baldwin and Stockton Ship Channels) – salinity study 300 thousand

We are very concerned about cuts in Operations and Maintenance funding in the U. S. Army Corps of Engineers Civil Works budget for port and harbor work. Local government and industry are working as cost-sharing partners with the federal government to fulfill our common interests in successful trade and commerce and commensurate environmental restoration. We believe cost-sharing is a fair and reasonable approach and deserves continued federal support.

Thank you for your consideration of these requests.

Sincerely yours,

<Your Name, Title, Company/Organization>

cc: Bay Planning Coalition

*Note: Also address this letter to:

The Honorable Dianne Feinstein
Attn: Gray Maxwell, Legislative Director
United States Senate
Washington, DC 20510

The Honorable Barbara Boxer
Attn: Matthew Baumgart, Legislative Director
United States Senate
Washington, DC 20510

Memorandum

Date: April 2, 2002

To: Harbor Safety Committee, San Francisco Bay Region

From: Len Cardoza

Subject: Underwater Rocks Work Group Report

Summary: The Underwater Rocks Work Group held a meeting on March 21, 2002 at the California State Lands Commission offices, Hercules, CA. The central theme for the meeting was the status of the Corps of Engineers (CoE) Feasibility Study (FS) for the project. Attendees for the Rocks Work Group included representatives from the Corps of Engineers (CoE), FS consultant team members, California State Lands Commission (CSLC), San Francisco Bar Pilots, Cal Maritime Academy, and Marine Exchange.

Status of Contracts. Attendees discussed the status of contracts required for the FS.

- Risk Assessment Model. The CoE awarded the contract for the Risk Model to the firm EQE. Anticipate three month duration.
- Benthic Survey. Complete. Final Report is posted on the CoE web site.
- Oil Spill Model. Draft report received February 14, 2002. Trajectories and economic impacts were simulated from a spill at Shag Rock (representative of Shag, Harding, and Arch Rocks). A spill at Blossom Rock, however, has been shown to result in a significantly different trajectory (more toward South Bay and less toward the north and west). The contract with ASA was issued with initial model runs to start at Shag Rock. The contract option will be exercised to include stochastic runs and Economic Impact Analysis at Blossom Rock. Estimates of potential damages are presented in draft Oil Spill Model report. There is no resolution, however, between gross estimates and those which are attributable toward the determination of the National Economic Development (NED) plan. The cost of mitigation is not discussed in the Oil Spill Model. This can be significant greatly affect the total project cost. Estimates for required mitigation will be prepared, based on the recommended plan. The executive summary for the voluminous report will be published on the CoE web site.
- Geotechnical Analysis. As previously reported, the CoE was not able to come to an agreement with the consultant team on cost and scope of work. The CoE is proceeding with a literature search based on previous geotechnical investigations in the area. This approach will control costs and provide sufficient level of detail for the feasibility study. The information will be used to refine the scope of work for additional geotechnical analysis during the design phase of the project.
- Marine Geophysical Investigation. Complete. The report has been posted on CoE web site.
- Cultural Resource Survey. Complete. The report has been posted on the CoE web site.
- San Francisco District, Corps of Engineers web site. www.spn.usace.army.mil/ Click on publications/studies for reports referenced above.

Presentation. Dagmar Schmidt (Environmental Research Consulting) presented a summary of methods used in determining oil spill trajectories, and processes used to generate economic impacts (damages) as a result of such a spill.

F-3 Conference. The CoE continues to prepare the project documentation for the Feasibility Study 3rd Milestone (F-3) conference, scheduled April 2002. As previously reported, this is the first conference with the CoE leadership above District level, also referred to as the Feasibility Scoping Meeting. The conference will focus on the present project area conditions, and the economic analysis / risk assessment for the project, together with preliminary alternatives analysis.

Status of EIS/R. As previously reported, the 50% Administrative Draft EIS/R, submitted on 5 December 2001, was reviewed by COE and SLC. The two agencies met with the consultant on 18 December 2001 to review the document. Revisions were incorporated into the document. NMFS and FWS received relevant sections for review. Copies were also provided to BCDC and RWQCB. Project alternatives must be identified before the EIS/R can assess impacts. The CoE will adjust the schedule to allow for impact evaluation of the alternatives chosen to go forward.

Project Alternatives. The Coe prepared a listing of preliminary alternatives, as part of the plan formulation process for the F-3 Conference. These were distributed to the Work Group members for review. As anticipated, they include Structural Measures (Rock Lowering Alternatives and Channel/Lane Rerouting Alternatives) and Non-Structural Alternatives (Enhanced Tug Escort, Clean-up Response, and Aids to Navigation). The plan formulation process also includes a discussion of construction techniques and disposal of rock rubble; environmental comparisons; and the no action (without project) alternative necessary to complete the NEPA/CEQA process.

Budget/Schedule. Delays in developing a listing of alternatives, together with baseline environmental conditions (including fisheries resources) may impact the FS schedule beyond the completion date of 5/27/03. The CoE will analyze schedule implications.

Meetings. The next Underwater Rocks Work Group meeting is scheduled **April 16, 2002, 1000hr - 1200hr** (CSLC Offices, Hercules, CA). Dagmar Schmidt (Environmental Research Consulting) will attend this meeting and discuss her economic damage estimates.

Date

To:

Subject: San Francisco Bay Debris Removal

Dear:

On behalf of the Harbor Safety Committee of the San Francisco Bay Region we are writing to request your support for additional appropriations for the Army Corps of Engineers Debris Removal Projects.

It has been brought to our attention that some funding has been allotted for the construction of a new debris removal vessel, which will work in conjunction with the existing vessel, the M/V Raccoon. We fully support this plan and sincerely hope that the funding can be found to rapidly complete this new vessel.

This winter while the M/V Raccoon was laid up in dry dock with a rudder problem there was virtually no debris removal and several of the fast ferries ingested debris in their water jet intakes causing delays and sometimes expensive diving operations. The debris removal projects are important to all vessels plying the San Francisco Bay from large commercial vessels to small recreational boats. These projects are especially important to the new fast ferries navigating San Francisco Bay to provide an important and popular transportation alternative.

We are very concerned about cuts in Operation and Maintenance funding in the U. S. Army Corps of Engineers Civil Works budget for port and harbor work. Local government and industry are working as cost-sharing partners with the federal government to fulfill our common interests in successful trade and commerce and commensurate environmental restoration. We believe cost sharing is a fair and reasonable approach and deserves continued federal support.

Thank you for your consideration of these requests.

Sincerely yours,

Plan Review Work Group 4/10/02 Meeting Minutes

Participants –

Margaret Reasoner – Crowley Maritime
Scott Merritt – Foss Maritime Company
Tom Wilson – Port of Richmond
Nick Salcedo – BCDC (By written submission)
Alan Steinbrugge – Marine Exchange // PORTS

General Recommendations –

Establish a Plan Review and Update Process: Margaret Reasoner proposed establishing a Plan Review Process. It would also entail a reformat of the plan structure to leave the existing document for historical purposes, and have the updates carried in the annual reports. The plan review work group concurred. The process would entail establishing annual workgroup reports that would highlight the items accomplished by the Harbor Safety Committee (HSC) workgroups and include work in progress and recommendation for next year's goals including additions and deletions from the plan. The various agencies would also submit annual reports providing accomplishments, status of projects. Additionally the Chairperson would include an overview of HSC accomplishments, goals and vision for the upcoming year.

Port Security Work Group: Establish a new work group to address issues related to “Port Security” and their impact on Harbor Safety.

Addition of Boating & Waterways: Should there be a representative from Boating and Waterways providing expertise on small boats and yachts and their interaction with deep draft traffic.

Proposed Time Line (assumes adoption of the Plan Review Process recommendation)

- Plan and Review Recommendations (April Meeting)
- Working Group, Chairperson and Agencies put together annual report (submit at May meeting)
 - Recap & Accomplishments
 - Submission of Goals for 2002/2003
- Section reviews per recommendations with idea to create a historical placeholder / reference document (not subject to further annual review).(Submit at additions, deletions and revisions at May meeting).
- Consolidate Document & Distribute by June Meeting for vote.

Section	Topic	Issue / Recommendation	Assignment
I	Table Maps	Update	Secretariat
	Table Appendices	Update	Secretariat
	Intro & Membership	Update	Secretariat
	Executive Summary	Review status of all recommendations, revise and rewrite	Chairperson, Grant Stewart
II	Geographical Boundaries	No Recommendation	
		Eliminate Vehicular Bridge Management & Tug Escort notations under proposed format	
		Eliminate reference to the Coast Pilot "edition and date".	Navigation Work Group
III	General Weather, Tides and Currents	Recommend review of entire section for dated and inaccurate material and references.	
		Under proposed structure revisions would be included in the annual work group and agency reports.	
		No recommendation.	Navigation Work Group
IV	Aids to Navigation	Suggest review by working group.	
		Under proposed structure revisions would be included in the annual work group and agency reports.	
V	Anchorage	No recommendation.	Navigation Work Group
		Suggest review by working group.	
		Possible USCG Changes	USCG
VI	Harbor Depths, Channel Design and Dredging	Under proposed structure revisions would be included in the annual work group and agency reports.	
		Review for dated and inaccurate material and references.	Underwater Rocks
		Underwater, NOAA, Army Corps updates.	NOAA Army Corps
VII	Contingency Routing	Potentially add Dredging Schedule.	
		Under proposed structure revisions would be included in the annual work group and agency reports.	
VIII	Vessel Traffic Patterns	Review for dated and inaccurate material and references.	Bridge Section USCG
		Under proposed structure revisions would be included in the annual work group and agency reports.	
		Review for dated and inaccurate material and references.	Secretariat – Update statistics
		Under proposed structure revisions would be included in the annual work group and agency reports.	VTS & USCG

Section	Topic	Issue / Recommendation	Assignment
VIII	Communications	Delete Navigation Bridge Management Section Transfer Existing Equipment Section to newly created Security Work Group Update and Move VHF usage to appendices. Under proposed structure revisions would be included in the annual work group and agency reports.	Secretariat and VTS to verify information
IX	Bridges	Review for dated and inaccurate material and references. Add or reformat to include annual status of construction progress. Under proposed structure revisions would be included in the annual work group and agency reports.	BCDC, USCG Bridge Section Army Corp / Cal Trans?
X	Small Vessels	Review for dated and inaccurate material and references.	PTP
XI	Vessel Traffic Service	Under proposed structure revisions would be included in the annual work group and agency reports. Review for dated and inaccurate material and references.	VTS
XII	Tug Escort / assist for Tank Vessels	Under proposed structure revisions would be included in the annual work group and agency reports. Review for dated and inaccurate material and references. Note outstanding recommendation for waterway specific maneuvers. (Recommended Guidelines for Escort Training)	Tug Escort Work Group
XIII	Pilotage	Under proposed structure revisions would be included in the annual work group and agency reports. No Recommendations Suggest review by Working Group. Under proposed structure revisions would be included in the annual work group and agency reports.	Navigation Committee
XIV	Underkeel Clearance and Reduced Visibility	No Recommendations Suggest review by Working Group. Under proposed structure revisions would be included in the annual work group and agency reports.	Navigation Work Group

Section	Topic	Issue / Recommendation	Assignment
XV	Economic and Environmental Impacts	Feel section is redundant as each activity has associated with it an Economic and Environmental Impact Assessment. There may be value in using this section for a general statement about the economic and environmental value of the region.	BCDC
XVI	Plan Enforcement	Annual changes would be reported in the annual work group and agency reports for specific areas. No Recommendation. Suggest review by OSPR	OSPR
XVII	Other: Substandard Vessel Examination Program	Recommend deletion, not a OSPR or HSC initiative. Information is best incorporated in the USCG annual report as proposed.	
XVIII	Human Factors & PTP	Information is best incorporated in the Work Group's annual reports as proposed.	Human Factors and PTP work group
Appendix	Maps	Update	Secretariat
App. A	PORTS Instrumentation	Update	PORTS
App. B	Clearing house lists	Update 2001	Clearing House
App. C	Casualty Data	Update	USCG
App. D	Near Miss	Update	VTS
App. E	Certified Tugs	Update	Clearing House
App. F	Escorted Movements	Update	Clearing House
App. G	Escort Regulations	No Recommendation	
App. H	Underwater Rocks	Deletion. Under proposed structure revisions would be included in the annual work group and agency reports.	Underwater Rocks
App. I	Vehicular Bridge Inventory	Update	USCG Bridge Section
App. J	VTS Manual	Delete. Can reference website in VTS report	VTS
App. K	Pollution Stats	Update	USCG

RULE 9 CASE STATUS

DOI	IO	SMALL BOAT	OPERATOR	DEEP DRAFT VESSEL	PILOT	COMMENTS	IO RECOMMENDATION
05-Aug-01	SIO	unknown		MELODIA	Gates	tanker grounded to avoid collision	MAX penalty once located
12-Sep-01	MSTC	CF7245E	Berg	MARINE CHEMIST	Lemke	Pilot directed tug to chase s/v out of the way	LOW
29-Sep-01	MSTC	CF8727HC		CHEVRON EMPLOYEE PRIDE	Nyborg	s/v came within 100' of port bow	civil penalty
13-Oct-01	PSCS	CF3222XS	Roberts	CHALLENGER	Fuller	Pilot directed tug to chase s/v out of the way	LOW
20-Oct-01	PSCS	CALIFORNIAN	Schaffer	GAO HE		CALIFORNIAN mistook intentions due to crabbing	LOW

RULE 9 VIOLATION

CDO's shall immediately report all Rule 9 violations to the Duty Investigating Officer.

This form will become evidence in the case file – print clearly.

INITIAL INFORMATION Date/Time of Report: _____ Received by: _____

Notified by: _____ Phone: _____

Description of Deep Draft Vessel:

Name: _____, Flag: _____, Type: _____

Official # _____, Destination: _____

Pilot: _____, Master: _____

Damage: _____

Assist Tug(s): _____ and _____

Description of small boat:

Name: _____, VIN / CF #: _____, Length: _____

Sail number: _____, Hull color: _____, Deck color: _____

Number of sails: _____, # of POB: _____, Damage / injuries: _____

Owner: _____, Phone: _____

Any other descriptive information: _____

Location of incident: _____

ACTION CHECKLIST

Initials / Time

_____/_____/_____ Immediately request Group (415) 399-3530 dispatch closest resource to board small boat.

_____/_____/_____ Notify Duty Investigating Officer and dispatch. DIO: _____

_____/_____/_____ Open MSIS case. Case Number : _____

_____/_____/_____ If CF registered, contact DMV for owner information (916) 657-7817 authorization # 69365.

_____/_____/_____ Contact VTS, request copy of audio & video tapes of incident.

_____/_____/_____ Fax attached form to Pilot.

PILOT RECOLLECTION OF POSSIBLE RULE 9 VIOLATION

This form was created to assist you with documenting the critical information needed to quickly identify and locate the small boat that violated International or Inland Navigation Rule 9. This report will not be used against you in any possible Suspension & Revocation proceeding. Once the small boat is successfully identified, the Investigator will request a more formal statement from you.

On _____, I _____ was piloting the _____
day, date, and time your name vessel type
_____. While transiting near _____
vessel name location (channel, buoy #, anchorage)

the small boat _____ came within _____ feet / yards of the _____ of
name if known distance bow/beam

the _____. The small boat was a sailboat / power vessel / other _____
deep draft vessel name

and had the following physical description:

hull color: white / blue / black / red / other: _____ deck color: white / wood / blue / other _____

Cabin: open / closed forward / aft / none Length: _____ feet

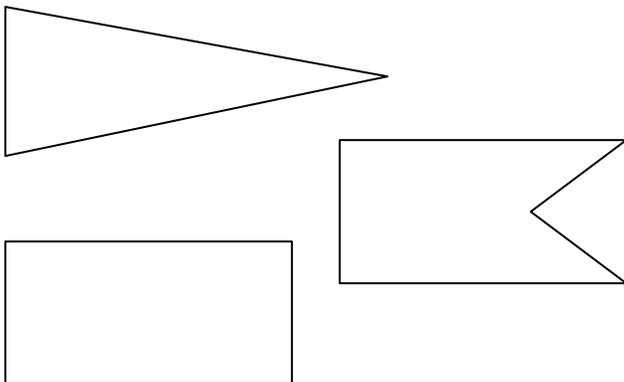
Vessel name: _____ Homeport: _____

sail color: white / blue / other: _____ sail number: _____

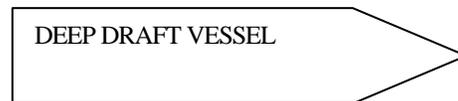
Other Identifying features: _____

Other witnesses?: _____
(assist Tug operators, Sea Marshall, CG Escort, nearby vessels)

Yacht Club Flag that looked like (indicate colors)



Track line of small boat relative to deep draft:



Upon completion of this form, please fax it to the Investigations Department at MSO San Francisco Bay at (510) 437-3144 or to the MSO watch office at (510) 437-3072, Attn: Investigations. No cover sheet required.