

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, May 12th, 2005

Port of San Francisco, Conference Room, Pier 1, The Embarcadero, San Francisco

Joan Lundstrom, Chair of the Harbor Safety committee of the San Francisco Bay Region (HSC), San Francisco Bay Conservation and Development Commission (BCDC); called the meeting to order at 1007. **Alan Steinbrugge**, Marine Exchange of the San Bay Region (Marine Exchange), confirmed a quorum of the committee.

The following committee members and alternates were in attendance: **Capt. Marc Bayer**, Tesoro Maritime Company; **Capt. Michael L. Beatie**, Ferry Operator; **Ted Blanckenburg**, AMNAV Maritime Services; **Capt. Pete Bonebakker**, ConocoPhillips; **Margot Brown**, National Boating Federation; **Len Cardoza**, Port of Oakland; **Sue Cauthen**, San Francisco Tomorrow; **Ron Chamberlain**, Port of Benicia; **John M. Davey**, Port of San Francisco; **David Dwinell**, Army Corps of Engineers (COE); **Capt. Gary Fleeger**, Matson Navigation; **Cmdr. Gordon Loebel**, United States Coast Guard Marine Safety Office (MSO); **Richard Nagasaki**, Chevron Shipping; **Capt. Robert Pinder**, San Francisco Bar Pilots (Bar Pilots); **Marina V. Secchitano**, Inlandboatmen's Union; **Rich Smith**, Westar Marine Services; **Capt. Steve Thompson**, National Oceanic and Atmospheric Administration (NOAA);

Also present and reporting to the Harbor Safety Committee of the San Francisco Bay Region (HSC) were **Cmdr. Pauline Cook**, United States Coast Guard Vessel Traffic Service, (USCG VTS); **Rick Holly**, California Office of Spill Prevention and Response (OSPR); **LtCmdr. Mike Lebsack**, MSO; **Ken Leverich**, California State Lands Commission (State Lands). Also present was **Capt. Lynn Korwatch**, Executive Secretary HSC, Marine Exchange.

The meeting was open to the public.

Approval of the Minutes

Corrections to the minutes of the meeting of April 14th, 2005:

Page one, attendance: corrected the spelling of **Cardoza**. Page two, paragraph three, line two; of the Coast Guard Report should read: "The USCG is requiring non-tanker Oil Spill Response Plans..." Page Three, NOAA Report, paragraph one, line two; should read: "18649 entrance to SF Bay is available now." Paragraph one, line three; should read: "**Capt. Steve Thompson** said that **Lt. Bailey** is now acting Scientific Support Coordinator for Spill Response." Paragraph one, line six; should read: "One submerged danger to navigation was reported last month and published in *U. S. Notice to Mariners*." Paragraph one, line seven; should read: "*Sharing the Bay* video will be shown at the International Oil Spill Conference." Page four, State Lands Report, paragraph one, line four; should read: "Leverich reported that a Bay Area Air Quality Management District (BAAQMD) Data Recovery Workshop will be held..." On page four, Tug Escort Workgroup Report, paragraph one, line one, corrected the spelling of **Bonebakker**. Page five, Report of the Ferry Operations Workgroup, paragraph two, lines four, five and six; should read: "have a standardized protocol for passing and communication. This draft will be

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complete for review within about four months – hopefully by June. There was further clarification of Rule 9 by **Cmdr. Cook.**”

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

Comments by the Chair

Lundstrom said that the Port of Redwood City had sent a thank you letter to the HSC for its support of their dredging project. The HSC had sent a letter to Senator Dianne Feinstein urging her support. **Lundstrom** said that President Bush's budget for the next fiscal year contains 4.967 million dollars for the project. The goal is to dredge the channel to thirty feet.

Lundstrom thanked **Ross Wheatly**, MSO, for his report on loss of propulsion and casualties at the April meeting. She said that it provided a good benchmark for further analysis. **Lundstrom** said that the prevention of accidents is an integral role of the HSC.

Lundstrom advised the HSC that it was very important to have a quorum for the June meeting. She said that the revised Harbor Safety Plan would be presented at the meeting for the HSC's approval. **Lundstrom** said that the revision had involved months of hard work to make the plan more user-friendly. She said she hoped the revised plan would be good for the next ten years. **Lundstrom** asked everyone to stay in touch about any early summer plans.

Lundstrom said that the *Share the Bay* video had been presented at the last hour of the last day of the National Harbor Safety meeting in Long Beach. **Lundstrom** said that the HSC had not won the Harbor Safety Committee of the Year award at the conference. The award went to the Houston, Texas HSC for a channel wake project. **Lundstrom** said it was a very fine project.

Lundstrom said the Share the Bay video had been a great success. **Lundstrom** recognized **Brown** to describe her experience at the conference. **Brown** said she had received over two dozen requests for a copy of the video. **Brown** said that the Humboldt Bay HSC had asked to attend the next paddle-sports workshop. **Brown** said that she had received a complimentary letter from **Capt. Gerald Swanson**, MSO, on the video presentation.

Lundstrom recognized **Capt. Bonebakker**. **Capt. Bonebakker** said that he had raised the issue of the two billion dollar harbor maintenance fund surplus. He said that money was going into the fund from taxes paid but that it wasn't coming out. At the same time though the COE says there isn't enough money for all of their projects. **Capt. Bonebakker** said that he had not been able to get a clear answer to his question.

Lundstrom recognized **Capt. Korwatch**. **Capt. Korwatch** said that **Admiral Collins**, Commandant of the Coast Guard suggested that a good way to get the attention of the people in Washington would be to hold the next National Harbor Safety Committee

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conference in Washington, D.C. Capt. Korwatch said that the Commandant had suggested that the Marine Information Society of North America (MISNA) host the conference. MISNA is the national body of Marine Exchanges.

Lundstrom said that the HSC's from Maine and Honolulu had requested a copy of the brochure *Rules 9 & 5.....Laws to Live By*. She said that both regions have active paddle-sport communities and that Honolulu even has problems with divers in the shipping lanes.

Coast Guard Report

Cmdr. Loeb said that the new online system for reporting notices of arrival is up and working for the Coast Guard and for Customs and Border Protection. He said that the new system generates an error message if any information is missing from the report.

Cmdr. Loeb said that the public has until June 8th to comment on a proposed rule making about the security zone around Coast Guard Island. He said that the current zone is 150 feet. The new rule will be changed to match the floating security barrier which is approximately 150 feet.

Cmdr. Loeb said that Kinder Morgan will pay five million in fines for the pipe line spill in Suisun Bay under a plea bargain agreement.

LtCmdr. Lebsack read from a report on port operations, which is attached to these minutes. **LtCmdr. Lebsack** said that the number for marine casualties should be amended from zero to nine. He said the total number of port safety cases for the period should be 28 rather than 31.

LtCmdr. Lebsack mentioned two specific cases in his comments. He said the outcome of the investigation of the tug *Sunshine State* marine casualty awaited a coroners report on the one fatality. He said that in the case of the tug *California*, that the master had been operating without a license.

Cmdr. Cook read from a report of monthly statistics, which is attached to these minutes.

Cmdr. Cook said that compliance with requirements for bridge automated information systems (AIS) is now averaging 93% and has been as high as 97%. She said that some people are still learning how to use the systems and added that there will always be hardware issues.

Cmdr. Cook said that the new dock naming system was getting more use on the water.

Cmdr. Cook said that she had been asked by Lundstrom to organize a meeting to discuss traffic patterns at ferry terminals. She said she hoped to get operations managers from all of the ferry companies to attend.

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Cmdr. Cook said there had been another close call at the Union Pacific Railroad Bridge. She said it was being investigated.

Cmdr. Cook Responded to questions about the new dock name system. She said that all ports will use UN LOCODEs but that there was no national effort to standardize berth names.

Secchitano asked who had been invited to the meeting on draft procedures for ferry passing and communication protocols. **Cmdr. Cook** replied that operations managers would be invited to the first meeting and that a draft report would be given to the Ferry Operations Workgroup on June 7th.

Capt. Beattie suggested that ferry captains be present at the meeting to give practical insight. He also recommended that the group listen to the tape of the December 11th, 2004 incident.

Cauthen suggested that attendance at the first meeting be broader.

Lundstrom said that discussions had been going on for four years with little progress to date. **Lundstrom** said that, in her experience, the best way to jump start a process was to get some people in a room and write a draft. She said that there would then be something that could be debated and changed. **Lundstrom** said that the meeting was the beginning of a process and that everyone would have a chance to air their point of view.

Secchitano said that it would be good to have a model so that the process did not become confrontational. She noted the success of the tug escort plan, and asked how that process had worked. **Lundstrom** said that it had started with a small group. **Secchitano** said that she hoped the process would not invalidate the Ferry Operations Workgroup. **Lundstrom** said that getting something on paper about this controversial topic is just the beginning of the process.

Cmdr. Cook said that VTS has an interest in making sure that there is good input into the process. **Lundstrom** thanked **Cmdr. Cook** for organizing the meeting.

Cmdr. [Gordon] Loebel, [MSO]; reminded everyone of the Change of Command ceremony and sector standup ceremony on July 15th.

Clearinghouse Report

Steinbrugge read from a report, which is attached to these minutes. The gist of his comments were that incidents were down.

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OSPR Report

Holly said that **Barbara Foster** had transferred to the pipeline safety group. **Mike Coyne** will replace for **Foster** as the SF HSC OSPR representative.

Holly swore **Capt. Bonebakker** as the new Tank Vessel Operator Representative and **Nagasaki** as the alternate.

NOAA Report

Capt. Thompson announced a new edition of chart 18562 covering San Francisco Bay to Antioch.

Capt. Thompson said that **Mark Strobin**, lead forecaster for the National Weather Service's (NWS) Monterey office, had met with the Bar Pilots, VTS, and Coast Guard Group. The NWS would like to improve weather predictions at the bar but doesn't have the instruments to put there. Reports to the NWS from people at the bar improves their forecasts.

Capt. Thompson said that the navigation response team had transferred to Southern California but would be back.

Capt. Thompson said that the National Weather Service predicted rain for the next several weeks due to an increase in the Madden-Julian Oscillation in the Indian Ocean.

COE Report

Dwinnell read from a report which is attached to these minutes.

In his comments **Dwinnell** said that the start of the dredging season was coming up. Dredge material from the main ship channel will be deposited on Ocean Beach to allay beach erosion. Dredge material from the Oakland inner and outer harbors will be used for the Montezuma Wetlands project.

Dwinnell said that Richmond outer harbor would be dredged in June. The inner harbor will be dredged at the end of June or the first part of September. The new contract bid for dredging Suisun Bay will include Pinole Shoals due to a shortage of funds. Preparation work for dredging Redwood City is ongoing due to the funding for the dredging project in the President's budget for fiscal year 2006.

Dwinnell responded to questions: He said that Pinole Shoal dredging was scheduled for the end of July. He said that there was no impact from heavy winter snow fall so far.

Dwinnell said that could change if the mountains were hit by warm storms that could increase run-off and sedimentation. Richmond inner harbor and Pinole Shoals had minimal sedimentation this year. There is still funding for the marine debris retrieval boat but no money for a new one.

Lundstrom said that it was very important that there had been no cutback in the current level of service we get from the debris retrieval boat.

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Capt. Pinder thanked the COE for their prompt survey of Pinole Shoals after an incident there.

Cardoza thanked the COE, and VTS, the Bar Pilots, and Coast Guard Aids to Navigation for their help in keeping the Oakland dredging project safe, and on schedule.

State Lands Commission Report

Leverich said that no spills had been reported for two months in a row. The longest streak is eight months.

Leverich said that State Lands had monitored 259 transfers for the month and that 33.5 million barrels of oil had been moved of which 13 million was crude oil unloaded.

Vessel Mutual Assistance Program System (SF-VMAPS)

Lundstrom thanked **Jeff McCarthy**, Marine Exchange, for his report on the SF-VMAPS project at the April meeting of the HSC. **Lundstrom** said that the goal of the project is to create an inventory of potential emergency response vessels and their capabilities. She said it was a voluntary system. OSPR had asked for a letter of support for the project. The proposed letter had been made available to members of the HSC.

Brown asked if there was any funding for the project. **McCarthy** said that there was a very small budget for some software upgrades.

Lundstrom called for a motion to accept the letter. The motion to send the letter as written was made and seconded. The motion passed without dissent.

Plan Update Workgroup

Lundstrom said that the workgroup would be meeting that afternoon after the end of the HSC meeting.

Tug Escort Workgroup

Lundstrom said that California Senate Bill 403, originally written to create tug escort for chemical tankers, had been amended to require OSPR to convene a Chemical Tanker Task Force to gather information on chemical tankers carrying hazardous cargos in state waters. **Lundstrom** thanked the workgroup for their efforts to educate **State Senator Michael Machado** (D-Linden), author of the bill, and the Bluewater Network, an environmental organization advocating the bill; on the complexity of the issue.

Navigation Workgroup

Capt. Pinder said that the plan re-write was nearly complete. He thanked **Cmdr. Cook**, and **Linda Scourtis**, BCDC, for their hard work.

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Ferry Operations Workgroup

Lundstrom said that **Nancy Pagan**, Port of Benicia, had resigned from the HSC. She said that the next meeting of the committee was scheduled for 0930 June 7th at the State Lands Conference room in Hercules. **Lundstrom** said that the workgroup had no existing contact list for those interested in its efforts. **Lundstrom** invited those present to leave their contact information on a signup sheet after the HSC meeting.

Prevention Through People Workgroup

Brown said that she had shown *Share the Bay* to a meeting of the Boating Safety Officers Association, in Monterey.

Brown said that a workshop on invasive species would be held on May 11th. The workshop sponsors were State Lands and California Sea Grant. Sea Grant will create a Workshop Report and incorporate the report into a white paper covering the transport of invasive species on commercial and recreational hulls.

Brown said that the workgroup would be holding a meeting with paddle-sports groups on May 19th. **Brown** said that the groups had been re-assured that there was no intent to regulate them. The goal is to make them safer by making them more aware. **Brown** said that one rental company is now monitoring VHF channels 13 and 14 when it leads groups in the Oakland Estuary.

PORTS Workgroup

Capt. Bayer said that the workgroup is gathering information to prepare a white paper for **Carleton Moore**, Director of OSPR. The goal is to solicit temporary funding for the Physical Oceanographic Real-time System (PORTS) from the surplus in OSPR's administrative fund.

Lundstrom said that a recent audit had found the surplus funds. Money from the surplus could be used until a permanent funding solution can be found. **Lundstrom** said that the California Department of Boating and Waterways would be giving 35,000 dollars to support PORTS.

Steinbrugge said that the new current sensor for Benicia would be installed in June. He thanked Capt. Bayer, Tesoro Maritime Company, and CS Marine for their help to the project.

Public Comment

There was no public comment.

Old Business

There was no old business.

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New Business

Capt. Korwatch invited all present to the Marine Exchange's annual Mayday Party to be held that evening. She also said that the next lunch meeting of the Propeller Club would be held on May 19th.

Brown said that everyone should learn about a new bill proposed in the U. S. Senate by **Senator Richard Santorum** (R-PA). The bill is S 786 IS1S. She drew attention to section 2, paragraph b, which reads:

“(b) COMPETITION WITH PRIVATE SECTOR- The Secretary of Commerce shall not provide, or assist other entities in providing, a product or service (other than a product or service described in subsection (a)(1)) that is or could be provided by the private sector unless--

- (1) the Secretary determines that the private sector is unwilling or unable to provide such product or service; or
- (2) the United States Government is obligated to provide such product or service under international aviation agreements to provide meteorological services and exchange meteorological information.”

Brown said that the bill would have the effect of prevent the NWS from making its forecasts available to the public. She called the bill a “disaster in the making.” **Brown** said that the maritime industry and recreational boaters should express their concerns on the bill before it gets out of committee. **Brown** said that the National Boating Federation is already moving against it because it would be easier to kill the bill in committee.

Capt. Bayer suggested that the HSC consider the bill officially. **Lundstrom** said that the issue would be on the agenda for the June meeting. She asked that a link to the bill be put on the HSC of the Marine Exchange web site.

Next Meeting

Lundstrom said the next meeting of the HSC would be at 1000, June 9th at the Port of Oakland.

Adjournment

At 1125 a motion to adjourn was made and seconded. There was no discussion. The motion passed without dissent.

Respectfully submitted,


Captain Lynn Korwatch
Executive Secretary

USCG MARINE SAFETY OFFICE SAN FRANCISCO BAY	
PORT OPERATIONS - SAN FRANCISCO HARBOR SAFETY STATISTICS	
April-05	
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:	6
Navigation Safety (3), Port Safety & Security (2), Other (1)	
3. Marine Casualties (reportable & unreportable) within SF Bay: Allison/Collision (2), Fire (0),	9
Grounding (0), sinking (3), Steering (1), Propulsion (2), Personnel (1)	
4. Total Number of (routine) Navigation Safety related issues / Letters of Deviation	9
Radar (5), Steering (0), Gyro (0), Echo sounder (0), AIS (4)	
5. Reported Rule 9 Violations (or other Navigational Rule Violations) within SF Bay	0
6. Significant Waterway cases or Navigation related cases for the period: (Tug Sunshine State)	1
7. Marine Safety Information Broadcasts (MSIBs):	3
Total Port Safety (PS) Cases opened for the period:	28
MARINE POLLUTION RESPONSE	TOTAL
Total Oil/Hazmat Pollution Incidents within San Francisco Bay for Period	0
* Source Identification (Discharges and potential Discharges):	14
Deep Draft Commercial Vessels	0
Facilities (includes all non-vessel discharges)	2
Military/Public Vessels	0
Commercial Fishing Vessels	1
Other Commercial Vessels	5
Non-Commercial Vessels (e.g. recreational vessels)	3
Unknown Source (as of end of the period)	3
Storm Drain Runoff / Vehicle (vehicle accident)	0
*Spill Information	
Unconfirmed	7
No Spill	0
Pollution Cases Requiring Clean-up	8
Federally Funded Clean-up Cases (OSLTF-(0) / CERCLA-0)	0
Total Oil Discharge and Hazardous Materials Release Volumes:	285 gal
1. Spills < 10 gallons	5
2. Spills 10 - 100 gallons	3
3. Spills 100 - 1000 gallons	1
4. Spills > 1000 gallons	0
Total Oil Discharge and/or Hazardous Material release volumes (And by vessel type):	285 gal
1. Estimated spill amount from deep draft vessels:	0
2. Estimated spill amount from commercial vessels:	267 gal
2. Estimated spill amount from recreational vessels:	7 gal
3. Estimated spill amount from facilities / shoreside point discharge:	11 gal
3. Estimated spill amount from unknown sources:	0
PENALTY ACTION:	
Marine Violation (MV) Cases for Period	0
Notice of Violations (TKs)	2

Letters of Warning	5
** SIGNIFICANT PORT SAFETY & SECURITY (PSS) CASES **	
* A. MARINE CASUALTIES - PROPULSION / STEERING	
1. Marine Casualty - Engine Casualty; M/V SEA MAPLE (Panama) 08APR05: COTP Order 05-022 issued due to temporary loss of power while transiting inbound. Vessel required 1 tug escort and day light transit only. Cause of the casualty was attributed to leak in start air system. Engineers were able to repair. Class Society verified repairs and COTP Order was rescinded. Case closed.	
2. Marine Casualty - Steering, M/V FORTUNE CARRIER (Greece) 20APR05: COTP Order 05-025 was issued requiring class society review and proper repair prior to departing Anchorage 9 for mechanical concerns with the steering. The San Francisco Bar Pilots terminated the voyage to Stockton as inherently unsafe. 0050 21 APR05: Received Class Society Satisfactory Report on auto pilot system. COTP Order 05-025 was rescinded. Case closed.	
3. Marine Casualty - Propulsion, M/V GRAND CANYON STATE (U.S.) 23APR05: Vessel suffered a temporary loss of propulsion while outbound San Francisco to Korea. Vsl regained propulsion shortly thereafter, and believes it was due to problems with their lower level water cut out switch. The vsl was allowed to proceed and faxed CG-2692. Case closed	
* B. MARINE CASUALTIES - VESSEL SAFETY CONDITIONS	
1. Port Safety - Intoxicated Master, M/V HANJIN IRENE (Panama) 03APR05: COTP Order 05-021 issued to keep vessel at pier due to Bar Pilot notification that the Master and Chief Mate appear to be intoxicated. CG Investigators conducted breath analyzer test which determined a .26 and .15 respectively. Vessel held until new Captain and Chief Mate could be identified. Case remains under investigation and possible civil penalty action. Manning issues were resolved and Flag State approved replacement Master and Chief Mate arrived. Manning issues were resolved, and flag state approved replacements for Master/Chief Mate- COTP Order 05-021 was rescinded. Case closed.	
2. Marine Casualty - Capsized vessel/sinking, TUG SUNSHINE STATE (U.S.) 05APR05: Tug capsized while working with DREDGE BARGE FLORIDA in vicinity of Oakland Outer Harbor. Cause of the capsized vessel remains under investigation. 2 crew members were onboard, 1 was rescued. A Safety Zone was immediately created to control the traffic in the vicinity of the Serious Marine Incident. The vessel was safely salvaged. 1 person was deceased. Case remains under investigation.	
3. Marine Casualty - Loss of Electrical Power/Secondary Radar, M/V CGA CGM CAPELLA (Germany) 10APR05: Vessel originally reported loss of electrical load while transiting inbound San Francisco Bay and was issued COTP Order 05-023. After further investigation, PSC determined that the vessel did not loss electrical load at anytime. COTP Order 05-023 was rescinded. Technician confirmed repair of 10cm radar and documentation of the repair was received by the CDO. LOD was rescinded. Case closed.	
* C. COAST GUARD - GENERAL SAFETY/SECURITY CASES	
1. Marine Casualty - Allision, TUG KEEGAN FOSS (U.S.), 05APR05: The Tug KEENAN FOSS allided with lighted buoy #10 in San Pablo Bay moving the aid approximately .293 miles off location to the southwest. The tug was pushing alongside a loaded oil barge. Neither vessel nor the aid sustained damage. The tug and tow proceeded safely to their destination at New Richmond 17, IMTT. The Investigations office is conducting an investigation into the cause of the allision.	
2. Port Safety - AIS, M/V PACIFIC EXPLORER (Marshall Islands) 21APR05: 0100 20APR05: VTS reported vessel (RO-RO) operating with dysfunctional AIS while at port in Benicia. COTP Order 05-024 was issued to deny movement until repairs are complete. Repairs completed, COTP Order was rescinded. Vessel cleared to depart. Case closed.	
3. Port Safety - Illegal Towing Operations, TUG CALIFORNIA (U.S.), 23APR05: Master was operating commercially without a license; COTP Order 05-026 required that any future towing operations be conducted by a licensed individual. 24 Apr: Pollution team from MER, STA Rio Vista, Solano County Sheriff's boarded vsl to investigate pollution threat. Owner was on scene at the time, it was found that oil was being released into the waterway through the toilet and marine sanitation device. Amendment one to COTP Order 05-026 was issued to include that their MSD should not be operated until repairs were made to satisfaction of FO SCR. Owner was arrested by Solano County Sheriff's. The Sheriff's will give him a copy of the COTP Order Amendment. Investigation continues.	
SIGNIFICANT MARINE ENVIRONMENTAL RESPONSE (MER) CASES:	

<p>3. MER - Illegal Towing Operations, TUG CALIFORNIA (U.S.), 23APR05: Master was operating commercially without a license; COTP Order 05-026 required that any future towing operations be conducted by a licensed individual. 24 Apr: Pollution team from MER, STA Rio Vista, Solano County Sheriff's boarded vs1 to investigate pollution threat. Owner was on scene at the time, it was found that oil was being released into the waterway through the toilet and marine sanitation device. Amendment one to COTP Order 05-026 was issued to include that their MSD should not be operated until repairs were made to satisfaction of FOSCR. Owner was arrested by Solano County Sheriff's. The Sheriff's will give him a copy of the COTP Order Amendment. Investigation continues.</p>	
<p>2. ATLAS 1: MER received a report from the Sacramento Fire Department about a submerged tugboat located in the Port of Sacramento. The Fire Department laid out boom. The owner of the vessel arrived on scene and took responsibility for clean up. However, he stated that he actually sold the vessel, but has no documentation of the sale. The owner hired Brusco to plug the fuel vents, clean up the product on the water, and conduct salvage operations. The product was contained within the boom and cleaned up using sorbents. It is estimated that 50 gallons of diesel fuel was released from the tug. A crane barge arrived on scene to raise the vessel out of the water. Fish and Game was on scene for salvage operations. The OSTLF was opened for \$400 to pay personnel costs.</p>	
<p>SIGNIFICANT PORT SAFETY INFORMATION or EXERCISES</p>	
<p>1. Marine Safety/Security Information Bulletin 05-10 (11APR05): "ESTABLISHMENT OF REGULATED NAVIGATIONS AREAS AROUND SIX OIL FACILITY PIERS". MSIB issued to advise the maritime community that the Coast Guard has designated the navigable waters within 100 yards around six oil facility piers located within San Francisco Bay as Regulated Navigation Areas (RNAs). This action is necessary to provide protection from allisions, collisions, or subversive acts due to the significant environmental and economic impacts that would result from damage to one of these oil facility piers. The facilities include: Chevron Richmond Long Wharf, Conoco-Phillips Rodeo, Valero Benicia, Shell Marrinez, Tesoro-Amoroco Martinez, and Tesoro-Avon Martinez. Permission to enter the RNA must be received by both the COTP and the designated facility point of contact.</p>	
<p>2. Marine Safety/Security Information Bulletin 05-011 (13APR05): "COAST GUARD INNOVATION EXPO". MSIB issued to share with the maritime community Coast Guard participation in the 2005 Innovation Expo, located at the Santa Clara Convention Center May 2-6, 2005. The expo will display emergin innovations from the Coast Guarded, as well as from industry and other government agencies.</p>	
<p>3. Marine Safety/Security Information Bulletin 05-12 (26APR05): "FACILITY SECURITY EXERCISES". MSIB issued to further discuss the COTP standards required of a facility exercise in order to meet the Code of Federal Regulation associated with the Maritime Transportation Act of 2002. Facility Security Officers (FSOs) need to notify COTP of an upcoming exercise 90 days in advance of the anticipated date, and to ensure the facility receives proper credit for the exercise, review must be completed by the COTP at least 30 days before the exercise. In addition, all exercises need to meet the minimum exercise standards set forth in 33 CFR 105.220.</p>	
<p>4. OPERATION SAFE SALMON: The Coast Guard is actively working with the Salmon fishing fleet to ensure a safe fishing season. Commercial fishing continues to be one of the most dangerous professions in our country. The salmon fleet historically sustains the highest number of groundings and search and rescue (SAR) related incidents. The goal is to reduce the number of these incidents by detecting and correcting safety hazards at the dock. The Salmon season starts May 1st for Pigeon Point south.</p>	
<p>* RECENT PORT SAFETY CASES SINCE END OF MONTH STATS PERIOD * * FURTHER DETAILS WILL BE CAPTURED IN APRIL STATS *</p>	
<p>1. Sirius I (PN), LOD for inoperable radar, 03MAY05: Vessel requested an LOD for inoperable radar. The CDO has requested from agent which radar is inoperable prior to granting LOD. LOD is pending on information provided by vessel's agent. The vessel is due to arrive on 04 May at 1000 bound for the Port of Redwood City where repairs are scheduled for the vessel. Repairs were made and LOD was rescinded. Case closed.</p>	

<p>2. P/V Salty Lady, Death of passenger, 03MAY05 : A passenger onboard the vessel experienced heart complications and collapsed on deck while vessel was conducting a fishing charter operation. Vessel captain contacted San Mateo County Harbor District who in turn notified Half Moon Bay Fire Department. Representatives from both agencies responded via boat and met the SALTY LADY on its inbound transit to Pillar Point Marina. Passenger was treated by crewmembers and then by Half Moon Bay FD paramedics. Once vessel arrived at the dock, passenger was transferred to the hospital where he was pronounced DOA. The Investigations Office will follow up with an investigation.</p>	
<p>3. M/V Lupinus (PN), Absconder, 03MAY05: CBP reported a messman absconded from the vessel sometime while the vessel was conducting loading operations in the Port of Sacramento. The crewman was found missing after he failed to report to his mooring station and the vessel proceeded to Anchorage 9. CBP is the lead responding agency and is conducting the investigation.</p>	
<p>4. M/V Atlantica 1 (PN), COTP Order 05-027, 04MAY05: Issued COTP Order 05-027 issued requiring vessel to submit a crewmember security plan that is approved by CBP and the Coast Guard before the vessel enters San Francisco Bay. This vessel poses a risk of crewmembers absconding. Plan was received and approved by CBP and USCG. Vsl departed at 1600 after CBP issued 100% crew accountability at which time COTP Order was rescinded. Case closed.</p>	
<p>5. M/V Wan Hai 306 (SN), COTP Order 05-028, z06MAT05: Issued COTP Order 05-028 issued requiring vessel to submit a crewmember security plan that is approved by CBP and the Coast Guard before the vessel enters San Francisco Bay. This vessel poses a risk of crewmembers absconding. UPDATE 06MAY05: Security Plan received and reviewed by VBST and CBP. Vsl ETA Oakland B35 0430 07 May 05. ETD 1700 07 May 05.</p>	
<p>5. Boat explosion at Korths Pirate Lair Marina, 09MAY05: At 0630, a 36 ft recreation vessel (La Bella Donna) exploded at the marina. The explosion could be felt 6 miles away, with windows broken within 1/2 mile radius. The explosion cause severe damage to nearby vessel and marina. No report of injuries. CIC was initiated. CIC was stood down at 1325. MER reported onscene and found nonrecoverable sheen. SITREP dtg 090016Z MAY 05 was released. Sacramento County Marine Detail is the lead agency and will continue the investigation. Case closed.</p>	

VTS Movements Statistics

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	Mar-05	Apr-05		Apr-04	
PUBLIC (incl ACOE, Research, USCG, Naval etc.)	214	180	-16%	162	11%
TANKER (incl: ITB's)	217	176	-19%	262	-33%
CARGO (incl container, bulker, & freight vsls)	481	442	-8%	885	-50%
TUGs with TOWS (incl: ATB's and tank barges)	2226	2040	-8%	2633	-23%
FERRIES (incl both commuter and bay cruise ferries)	6031	6501	8%	7367	-12%
MISC (incl: school ships, recreation, fishing, & unknown vsls)	1365	1080	-21%	268	303%
PASSENGER (incl cruise ships, and smaller charter vessels)	26	86	231%	83	4%
TOTAL vsl transits	10560	10505	-1%	11660	-10%

San Francisco Bay Clearinghouse Report For April 2005

San Francisco Bay Region Totals

			<u>2004</u>
Tanker arrivals to San Francisco Bay	57		59
Tank ship movements & escorted barge movements	312		291
Tank ship movements	168	53.85%	159
Escorted tank ship movements	85	27.24%	82
Unescorted tank ship movements	83	26.60%	77
Tank barge movements	144	46.15%	132
Escorted tank barge movements	85	27.24%	72
Unescorted tank barge movements	59	18.91%	60
Percentages above are percent of total tank ship movements & escorted barge movements for each item.			
Escorts reported to OSPR	0		0

<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	193		293		0		163		649	
Unescorted movements	81	41.97%	133	45.39%	0	0.00%	61	37.42%	275	42.37%
Tank ships	53	27.46%	82	27.99%	0	0.00%	33	20.25%	168	25.89%
Tank barges	28	14.51%	51	17.41%	0	0.00%	28	17.18%	107	16.49%
Escorted movements	112	58.03%	160	54.61%	0	0.00%	102	62.58%	374	57.63%
Tank ships	59	30.57%	80	27.30%	0	0.00%	50	30.67%	189	29.12%
Tank barges	53	27.46%	80	27.30%	0	0.00%	52	31.90%	185	28.51%

Notes:

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

San Francisco Bay Clearinghouse Report For 2005

San Francisco Bay Region Totals

			<u>2003</u>
Tanker arrivals to San Francisco Bay	#REF!		690
Tank ship movements & escorted barge movements	1,297		3,229
Tank ship movements	710	54.74%	1,869
Escorted tank ship movements	337	25.98%	917
Unescorted tank ship movements	373	28.76%	952
Tank barge movements	587	45.26%	1,360
Escorted tank barge movements	313	24.13%	703
Unescorted tank barge movements	274	21.13%	657
Percentages above are percent of total tank ship movements & escorted barge movements for each item.			
Escorts reported to OSPR	5		24

Movements by Zone	Zone 1	%	Zone 2	%	Zone 4	%	Zone 6	%	Total	%
Total movements	780		1,187		0		672		2,639	
Unescorted movements	350	44.87%	589	49.62%	0	0.00%	310	46.13%	1,249	47.33%
Tank ships	231	29.62%	368	31.00%	0	0.00%	171	25.45%	770	29.18%
Tank barges	119	15.26%	221	18.62%	0	0.00%	139	20.68%	479	18.15%
Escorted movements	430	55.13%	598	50.38%	0	0.00%	362	53.87%	1,390	52.67%
Tank ships	225	28.85%	314	26.45%	0	0.00%	173	25.74%	712	26.98%
Tank barges	205	26.28%	284	23.93%	0	0.00%	189	28.13%	678	25.69%

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**

May 12, 2005

1. CORPS 2005 O&M DREDGING PROGRAM

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

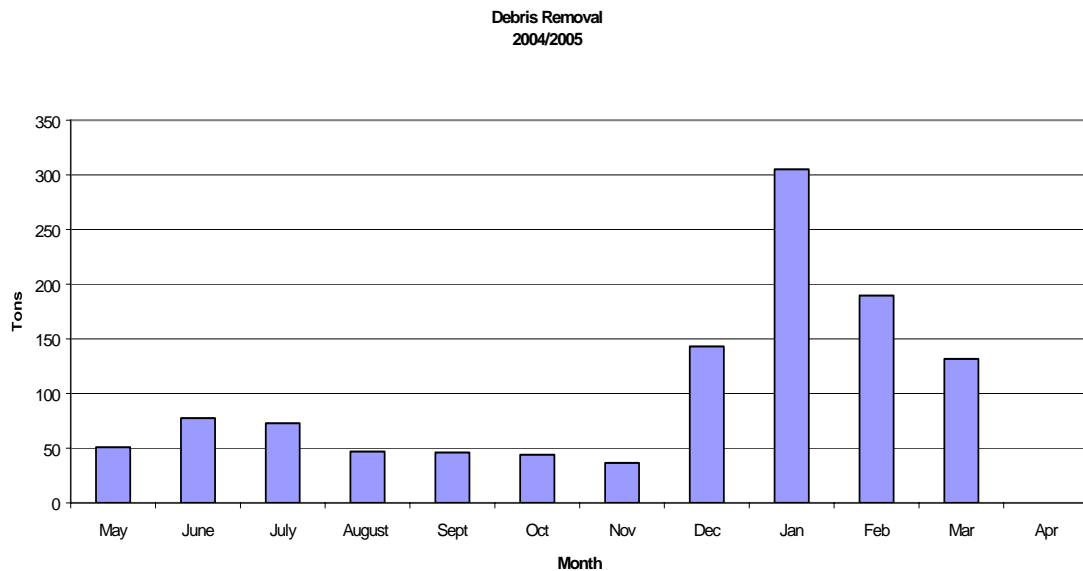
- a. **Main Ship Channel** – Project is scheduled to be accomplished by the Government Dredge “Essayons”. Dredged material disposal will be at SF-8. Anticipated start date is end of May. The Corps is investigating disposing of the material closer to Ocean Beach in order to reduce beach erosion. No testing required this year.
- b. **Richmond Outer Harbor and Southampton Shoal** – Project is scheduled to be accomplished by the Government Dredge “Essayons”. Dredge material disposal is scheduled for in bay at the Alcatraz Dredged Material Disposal Site (SF-11). Work is anticipated to start the first part of June. No testing required this year.
- c. **Richmond Inner Harbor** – Corps has contract in place with Great Lakes Dredging with an option that the Corps could exercise to do this years dredging. However, the Corps has determined that it will not exercise this option year and will instead solicit for a new contract. The solicitation should be out by the end of June. Anticipate that the dredged material will be disposed of at the ocean disposal site. Dredging window opens June 1, 2005. Anticipate dredging in September.
- d. **Oakland Outer and Inner Harbor** – Corps has contract in place with Great Lakes Dredging with an option that the Corps could exercise to do this years dredging. The Corps has determined that it will not exercise the option year on this contract. The maintenance material will be included with the deepening contract. Anticipate that the dredged material will be disposed of at the Montezuma Wetland Restoration Project Disposal Site. Dredging window opens August 1, 2005.
- e. **Suisun Bay Channel** – Need to advertise for a new dredging contract this year. Dredging window opens June 1, 2005. The solicitation for this contract should go out by the end of May. The contract for this project will be combined with the Pinole Shoal Project. There may not be sufficient funds to dredge the entire project. The Corps has committed to consulting with the Bar Pilots and the Coast Guard before we dredge in order to determine where the dredging should take place so we maintain the channel in the safest manner possible und these conditions. No testing required this year. Schedule calls for dredging to start by the end of July.

- f. **Pinole Shoal** – Requires a new dredging contract. The solicitation for this contract should go out by the end of May. The contract for this project will be combined with Suisun in order to conserve funds. Dredging window is from June 1 to 30 November. No testing required this year. There may not be sufficient funds to dredge this entire project. The Corps has committed to consulting with the Bar Pilots and the Coast Guard before we dredge in order to determine where the dredging should take place so we maintain the channel in the safest manner possible under these conditions. Schedule calls for dredging to start by the end of July.

- g. **Redwood City** – UNFUNDED – Corps plans to perform full testing on this material this year – Do to funding limitations and the fact that this project is unfunded this year the material may have to be disposed of in bay if any funding is found. If Bair Island becomes available, it may be more economical to take the material to Bair Island. Dredging window is from June 1 to November 30. At the present time the President’s budget for FY 2006 contains funding for this project. Dredging could start by June 2006.

2. DEBRIS REMOVAL

The total tonnage of debris collected on the San Francisco Bay for April 2005 was ??? tons. This is ??? tons **more/less** than the 132 tons collected in the month of March 2004.



3. UNDERWAY OR UPCOMING HARBOR IMPROVEMENTS

a. Oakland 50-ft –

The project goals are to get the Outer Harbor down to 46 feet first, then to get the Inner Harbor down to 46 feet. After the 46 foot depth is achieved, then we will take the project down to the 50-foot depth. By phasing the project in this way the project sponsor will get a greater utilization until the 50-foot depth is achieved. The Corps will receive approximately 24.75 million dollars in this year's budget less savings and slippage. The Corps has three contracts underway. The first contract is for the containment structure for middle harbor. The driving of sheet piling for the middle harbor containment structure is well under way and this contract is scheduled to complete by the end of May. The second one was the dredging contract. It combined the dredging of the Outer Harbor to an interim depth of 46 feet and the Inner Harbor to an interim depth of 46 feet. We have dredged approximately 1,400,000 cubic yards or more under this contract. The third contract is a marine construction contract for the last phase on the Inner Harbor Turning Basin. The actual physical work on this contract has not started. We have completed the evaluation of an alternative proposal for the bulkhead design and have found that we can accept the alternative design with some modifications. The Corps has not yet received the final alternative design. The Contractor wants to start the dredging on this contract in the next week or so. One issue with these contracts is that the Corps does not have sufficient Federal funds to support them. The Port of Oakland, the project sponsor, will fund these contracts. Congress has approved the sponsor funding these contracts and therefore we have amended the Project Cooperation Agreement (PCA) between the Port and the Corps and it has been signed.

4. EMERGENCY (URGENT & COMPELLING) DREDGING

There was no emergency dredging in FY 2004 and the Corps is working hard in its dredging program to try to eliminate the need for emergency dredging. For example, in FY 2004 we continued to perform advanced maintenance in the Suisun Channel at Bull's Head Reach.

5. OTHER WORK

San Francisco Bay to Stockton

Project continues to move forward

The San Francisco District is looking at a General Re-evaluation Report (GRR) to deepen the John F. Baldwin Ship and Stockton Deep Water Ship Channels. This would be only 1 or 2 feet. Division has given ok to proceed with study. The year the Corps has received approximately \$250,000 for this project and we are attempting to reprogram additional fund. The Corps has finalized the scope for the full General Re-evaluation Report (GRR) and we have completed the Project Management Plan. The Project Management Plan and the Design Agreement were approved by the Port of Stockton's Board on April 5, 2004. Contra Costa County has existing agreement in place with the Port of Stockton that they can utilize for this project. The goal is to complete the GRR by 2007. The San Francisco District has brought in the Corps Engineer Research and Development Center (**ERDC**) to address the issue of no return water from a dredge material disposal site that is being required by the Central Valley Regional Water Quality Control Board. The hydrographic survey has been completed and a salinity model is being run. We are have flown the orthophotos (corrected photo map) of the project while the vegetation was at a minimum. We lack the funds to process the photos and analyze the date. We are trying to reprogram funds to enable us to complete this work.

The San Francisco District is working with the Sacramento District to help develop a Long Term Management Strategy (LTMS) the dredging and disposal of dredged material for the Delta. We have met with the agencies that developed the San Francisco Bay LTMS to see the best was to go about this and to learn from their experiences.

Sacramento River Deep Water Ship Channel Deepening

Status – Project is now on hold because the non-federal sponsor is unable to provide their portion of the required cost share for this project.

The San Francisco District has taken over the Sacramento River Deep Water Ship Channel Deepening Project from the Sacramento District. This project is looking to continue the authorized deepening project of the channel from 30 feet to 35 feet. The Corps has received approximately \$350,000 for this year. The Corps developed a Project Management Plan (PMP) and the Port concurred to initiate the study in July 2002. We are doing a Limited Re-evaluation Report (LRR) that focuses on economics and updating the environmental documentation. The studies should take approximately 24 months. We are continuing to work on this project. We have awarded the contract for the salinity model and have received the draft report. The initial estimate is we will need capacity to dispose of approximately 6.5 million cubic yards of material. In reviewing the project we have had to reestablish the channel location and the review shows that some portions of the channel were never built to the required specifications. The San Francisco District has brought in the Corps Engineer Research and Development Center (**ERDC**) to address the issue of no return water from a dredge material disposal site that is being required by the Central Valley Regional Water Quality Control Board. We are have developed a

sampling and analysis plan (SAP) for sediment testing and it has been submitted to the Central Valley Regional Water Quality Control Board for review and approval. We have flown the orthophotos (corrected photo map) of the project while the vegetation was at a minimum. However, the data has not been processed.

The San Francisco District is working with the Sacramento District to help develop a Long Term Management Strategy (LTMS) the dredging and disposal of dredged material for the Delta. We have met with the agencies that developed the San Francisco Bay LTMS to see the best was to go about this and to learn from their experiences.

Address of Corps' web site for completed hydrographic surveys

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

Harbor Safety Committee

of the San Francisco Bay Region

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

May 12, 2005

Mr. Carlton Moore
Administrator
Office of Spill Prevention and Response
1700 K Street, Suite 250
Sacramento, California 95814

RE: Recommendation in Support of the San Francisco Vessel Mutual Assistance Plan System (SF-VMAPS)

Dear Mr. Moore:

The San Francisco VMAP System is a registry of waterborne emergency assets that exists in the San Francisco Bay Region to provide a rapid response to any catastrophic search and rescue operation on the Bay. Currently, this registry is maintained by the San Francisco Marine Exchange and is integrated with the SF Bay Automatic Identification System providing real time access to detailed information and location of each asset.

At the May 12, 2005 San Francisco Harbor Safety Committee Meeting, the committee passed a motion asking the Administrator to support the SF-VMAPS initiative *by expanding the vessel registry with voluntary participants and increasing the database of waterborne emergency assets. SF-VMAPS will also provide a secure information delivery application for approved maritime and port stakeholders.*

Sincerely,

Joan Lundstrom, Chairman
San Francisco Harbor Safety Committee

cc: Captain Lynn Korwatch, Marine Exchange
cc: Barbara Foster, OSPR

Harbor Safety Committee c/o Marine Exchange of the San Francisco Bay Region
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(415) 441-7988 – hsc@sfmex.org