

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, June 9th, 2005

Port of Oakland, Board Room, 530 Water Street, Oakland, California

Joan Lundstrom, Chair of the Harbor Safety Committee of the San Francisco Bay Region (HSC), San Francisco Bay Conservation and Development Commission (BCDC); called the meeting to order at 1001. **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. Michael L. Beatie**, Ferry Operator; **Capt. Pete Bonebakker**, ConocoPhillips; **Richard Brandes**, Kaneb Terminals; **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; **Capt. Fred Henning**, Baydelta Maritime; **Capt. Robert Pinder**, San Francisco Bar Pilots (Bar Pilots); **Capt. Ray Shipway**, International Organization of Masters, Mates, and Pilots; **Rich Smith**, Westar Marine Services; **Capt. Gerald Swanson**, Captain of the Port, Coast Guard Marine Safety Office (MSO); **Gerry Wheaton**, 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**, Coast Guard Vessel Traffic Service, (VTS); **Mike Coyne**, California Office of Spill Prevention and Response, (OSPR); **Barbara Foster**, (OSPR); **LtCmdr. Mike Lebsack**, MSO; **Ken Leverich**, California State Lands Commission (State Lands). Also present were **Rick Holly**, (OSPR); **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 12th, 2005:

Page four, Coast Guard report, paragraph ten should read: "**Cmdr. [Gordon] Loebel, [MSO]**; reminded everyone of the Change of Command ceremony and sector standup ceremony on July 15th."

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

Comments by the Chair -- Lundstrom

- **Davey** is the new chair of the Ferry Operations Workgroup.
- New workgroup assignments have been made to reflect who has been actually working with which group. Workgroup chairs should feel free to request members for their groups from any sector.

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- **Nancy Pagan**, Port of Benicia; has retired from the Port and has resigned from her seat on the HSC.

Coast Guard Report

Capt. Swanson began the report:

- Regulations for navigation areas around six oil terminals were near publication in the Federal Register. After publication there would be a sixty-day period for public comments. The terminals still have some work to do putting up signs and buoys to meet the proposed regulations.
- The Coast Guard participated with industry, and local law-enforcement agencies in an exercise for the Maritime Administration's (MARAD) Operation SafePort. A MARAD auxiliary crane ship from the Ready Reserve Force was used to remove a simulated suspect container from a ship at anchor. The exercise went well.
- A memorandum of understanding has been signed with the Marine Exchange to administer the San Francisco Vessel Mutual Assistance Plan (VMAP). Duties include tracking contact information, participating vessels and their equipment, and sponsoring annual exercises.
- A false terror alert at the Hanjin Terminal on June 3rd generated a multi-agency response. It was an educational experience.
- Under the new sector organization to take effect July 15th **Capt. William Uberti** will hold all of **Capt. Swanson's** regulatory titles and will be the Sector Commander. **Cmdr. Gordon Loebl** will be in charge of waterways management, which will include environmental response, the traditional functions of the MSO and the Vessel Traffic Service (VTS). **Cmdr. Danny LeBlanc** will be in charge of sector logistics. **Cmdr. Cook** will be in charge of sector plans. The new command center on Yerba Buena Island is virtually in place for the standup. The standup in San Francisco will complete the reorganization of the 11th District.

Cmdr. Cook gave the VTS report:

- The current VTS command will be de-commissioned in late August. Invitations to the ceremony will go out when the date is set.
- More education is needed to get better compliance with the data fields that are part of the Automated Information System (AIS). Details will be provided in *Local Notice to Mariners* and *Marine Information Safety Bulletins*. In thirty days VTS will begin calling vessels by radio to fix data problems on the spot.
- VTS is working with the HSC on two projects. It is working with the Ferry Operations Workgroup on ferry communications and a routing protocol. It is also working with the Navigation Workgroup to analyze traffic patterns that may result from the Oakland dredging project.

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- VTS will be hiring six new vessel traffic controllers over the next four months.

Lundstrom thanked **Cmdr. Cook** for her invaluable contributions to the HSC's Oakland and ferry projects.

LtCmdr. Lebsack read from the MSO report, which is attached to these minutes. He spoke on several topics from the report.

- During the reporting period there was one grounding and two Rule 9 violations of small vessels impeding deep draft vessels. In one case a fishing vessel crossed the bow of the *Caribbean Highway*. In the second case a sailing vessel crossed the bow of the *SS Jeremiah OBrien*.
- A recreational vessel off Pt. Reyes accounted for nearly all of the 770 gallons of oil spilled during the period.
- The *New Amity* grounded on Pinole Shoals May 23. The cause of the grounding and the condition of the channel are being investigated.

Capt. Pinder said that pilots depend on accurate information from vessel captains to give under-keel clearance information to the Coast Guard. He said that in the case of the *New Amity* the vessel's draft was actually six inches deeper than what the pilot had been told. In a previous incident there had been a two-foot discrepancy. **Capt. Pinder** encouraged owners and agents to get accurate information to the pilots. **LtCmdr. Lebsack** said that draft had not been implicated in either case but admitted there was real potential that inaccurate information could cause problems.

- On May 23rd the Coast Guard responded to a report of ten barges on fire in Mayberry Slough near the Antioch Bridge. Since no local jurisdiction would take control the Coast Guard was forced to assume incident command. Fireboats from Contra Costa County, the Port of Antioch, the Port of Benicia and the Port of San Francisco responded to the Coast Guards request for help. Coast Guard has contacted the California Office of Emergency Services about the failure of local jurisdictions to take control of the incident. **Capt. Swanson** said that since the incident occurred in state waters it is not normal for the Coast Guard to assume command where state or local jurisdictions should step in.
- On June 3rd, U.S. Customs and Border Protection (CBP) notified MSO of a terrorist threat. Two containers already discharged at the Hanjin terminal in the Port of Oakland were reported to contain explosives. A security zone was established in the vicinity and the estuary was closed to traffic. Bomb-sniffing dogs and a chemical detection kit isolated two suspect containers. The Alameda County Bomb Squad searched the containers and proved them to be free of explosives. Response to the threat was excellent and went according to the Weapons of Mass Direction (WMD) Plan signed in May. The incident lasted about eight hours.

Capt. Swanson responded to questions about the incident:

- Local news media did not pick up on the incident.

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- Federal, state, and local agencies were involved in the response.

Clearinghouse Report -- Steinbrugge

- A statistical report is attached to these minutes.
- It has now been two months in a row without any possible violations to report.

OSPR Report

Foster said goodbye to the committee. She said that she had been transferred to the pipeline response group. A certificate of appreciation will be mailed to **Nancy Pagan**, who has retired from the Port of Benicia and the HSC. **Foster** then introduced **Coyne**, who will replace her on the HSC.

Coyne said that it would be a pleasure to work with the **HSC**. He said has only been working at OSPR for nine months but said that he had worked in the local maritime community in several capacities.

NOAA Report – Wheaton

- A danger to navigation had been brought to the surface. A report was sent to the Bar Pilots.
- Chart 18662, covering the Sacramento River has been published.
- Changes for the next edition of *The Coast Pilot* are still being discussed. Please forward your recommendations to **Wheaton**.
- The National Weather Service (NWS) predicted a storm for the following week, followed by the start of normal summer weather.

Capt. Pinder commended **Capt. Steve Thompson**, NOAA; for his valuable input re-writing the Harbor Safety Plan. He thanked NOAA for its rapid notification and resolution of the danger to navigation.

Lundstrom said that **Capt. Thompson** would be moving east in August to serve on the staff of the Commandant of the Coast Guard. **Capt. Swanson** said that the Bay Area's loss was the Coast Guard's gain. He said that **Capt. Thompson** would serve as a liaison between the Commandant and **Rear Admiral De Bow**, director of the NOAA Commissioned Officer's Corps.

COE Report – Dwinell

The written report is attached to these minutes. **Dwinell** gave an update on local dredging projects described in the report; and responded to questions.

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- Pinole Shoal dredging is now scheduled for middle or late August. Reduced shoaling this year made it possible to delay the start of the project. The most recent condition surveys are available on the web at <http://www.spn.usace.army.mil/hydrosurvey/>.
- Sediment from snowmelt runoff this year has not caused a problem so far. Many areas have reduced shoaling this year. It is hard to predict what will happen. Scheduling projects later in the season will catch whatever does come.

State Lands Commission Report -- Leverich

Statistical summary: There were 271 transfers of which, 58% were monitored. 15.5 million barrels were loaded and 22 million barrels were discharged. Ballast water inspections were conducted on 18% of qualifying vessels.

Four terminals are working on their Environmental Impact Reports (EIR).

There have been two hearings on proposed coastal ballast water regulations that have resulted in two comments. The advice of the technical advisory committee will also be considered before final regulations go into effect at the end of the year.

Leverich responded to questions:

- Voluntary draft restrictions didn't seem to have had much impact on oil traffic.

Capt. Bonebakker said that more transits were required to move the same volume. **Capt. Pinder** said that transit windows had decreased to take advantage of the highest tides. **Leverich** said there was more work at the terminals.

- It was hard to say whether dredging delays at Pinole Shoals would cause additional problems. So far, there has been a thirty thousand barrel decrease.

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

- The complete report is attached to these minutes.
- The committee had been primarily a planning group. Now that the WTA is gearing up for operations the committee will focus on those.
- The wave wash study presented at the last meeting was more impressive than the study of rafting birds.

Cardoza responded to questions:

- The committee had not met for a while, but ideally, was supposed to meet three to four times per year.

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Lundstrom said that it was important to have a member of the HSC on the technical advisory committee now that the WTA is moving from study to operations. **Lundstrom** recognized **Mary Culnane**, WTA.

Culnane said that the bird study had been required for the EIR. During public comments the Sierra Club and Audubon Society recommended that the U.S. Geological Survey conduct the study.

Lundstrom said that the meetings of the technical advisory group are open to the public. She said that those that want to get on the notification list should contact **Culnane**.

National Weather Service Duties Act of 2005 – Brown

- Communication from the Legislative Director of the National Boating Federation said that the bill seemed to be dead in committee. There were no co-sponsors in the Senate. No similar bill had been introduced in the House.
- At the present time it does not seem to be necessary for the HSC to draft and send a letter opposing the bill.

Lundstrom said that the HSC will remain poised to act if need be. She asked everyone to bring up information about proposed legislation affecting the maritime community.

Plan Update Workgroup -- Lundstrom

- This was the first comprehensive update of the harbor safety plan since 1991. The contents of the plan are described by legislation. OSPR had requested the update.
- OSPR hired an outside consultant to assist the Los Angeles—Long Beach HSC to write their plan. Our plan was written by our workgroup made up of the chairs of the HSC's workgroups and **Cmdr. Cook** and **Capt. Thompson**.
- The workgroup looked at the overall picture as well as specific areas of interest. The goal was to create a document that was accurate, readable, and historical. The basic volume will remain the same. The yearly updates required by OSPR are attached as appendices to the plan. "Appendix O" contains recommendations yet to be implemented.

There was a discussion of small changes and corrections to the plan to include adding page numbers to the table of contents and to the pages.

There was a discussion of the memo from Lundstrom, dated 5/21/05, which contained sections inadvertently omitted from "Appendix O." After discussion there was consensus to revise the wording of "Section V" paragraph 1, to read:

The Committee continues to encourage facility owners/operators to conduct annual surveys of depths alongside and at the head of their facilities. The surveys should be forwarded to NOAA for application to the nautical charts.

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A motion was made to accept the *San Francisco, San Pablo, and Suisun Bays Harbor Safety Plan* as revised. The motion was seconded and passed unanimously without further discussion.

Tug Escort Workgroup – Capt. Henning

- OSPR is forming a committee from all five state HSC's to examine standardized escort requirements.

Capt. Henning responded to questions:

- The new committee will only be examining issues regarding bollard-pull testing. No other issues will be discussed.

Navigation Workgroup – Capt. Pinder

- The workgroup will discuss Oakland traffic flows at their next meeting.

Ferry Operations Workgroup -- Davey

- An ad-hoc group, including **Cmdr. Cook, Davey, Scott Humphrey**, VTS; and port captains from local ferry companies, met to discuss routing, communications, scheduling, and customary practice. **Cmdr. Cook** chairs the group. **Humphrey** presented charts of the terminals that depict routes and zones of convergence. The goal is to create useful polices to increase safety.
- As the process moves forward, the Ferry Operations Workgroup will be discussing how policy will come together, where it will reside in the harbor safety plan, and how it will fit in with the Coast Guard.
- **Humphrey's** charts will be made available to ferry captains for their review. Anyone that would like to review **Humphrey's** charts can contact **Cmdr. Cook**.
- In the future the workgroup will be meeting at the Port of San Francisco. The meeting are open to all.

Lundstrom said that **Capt. Kip Carlson**, Bar Pilots; will be assigned to the workgroup.

Prevention Through People Workgroup -- Brown

- The last meeting about paddle-sports safety had a good turnout from industry but not so much from the paddle-sports community.
- It was the experience of those present that the greatest number of near misses came at dawn and dusk. The workgroup would like to build a detailed file of incidents. Please contact **Brown** with any information you have.

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- The workgroup will be revising the *Where the Heck is Collinsville* brochure to reflect the new dock name system. They hope to publish the new one before the end of the year.
- The Coast Guard should make pan pan urgency calls on channel 16 in the event of future terrorist alerts.

Physical Oceanographic Real-Time System (PORTS) Workgroup -- Lundstrom

- A letter to **Carlton Moore**, OSPR; to request temporary funding from the surplus of Oil Spill Prevention and Administration Fund was presented. **Lundstrom** learned of the surplus during a discussion with **Moore** at the recent National Harbor Safety Meeting.
- The source of the fund is a fee on the oil industry. **Capt. Bayer** consulted with the Western States Petroleum Association (WSPA). They have no objection to using the surplus to temporarily fund PORTS.

Wheaton said that it could be dangerous to lock in funding solely for PORTS when new systems are coming on line. **Lundstrom** replied that PORTS will be bankrupt without funding and that the letter did not prevent new project on parallel tracks.

Wheaton said that it could create problems to lock in state funds for a federal program. He requested that action be delayed till he had time to consult with **Capt. David McFarland**, head of the PORTS program. **Brown** said that **Capt. McFarland** had recommended that the HSC attempt to raise fund from wherever they could be found. She said that NOAA had advised the HSC that it would be very difficult to get the PORTS system back up once it was turned off.

Brown recommended that the letter be sent. **Capt. Swanson** and **Capt. Shipway** agreed.

A motion to accept the draft was made and seconded. The motion passed without dissent.

Public Comment

There was no public comment.

Old Business

There was no old business.

New Business

Lundstrom said there would be no meetings of the HSC in July and August.

Capt. Swanson said goodbye to the HSC. He said the HSC had helped to make his job easier. **Lundstrom** said that he was always invited back to visit. She said that there had been great synergy during his tenure.

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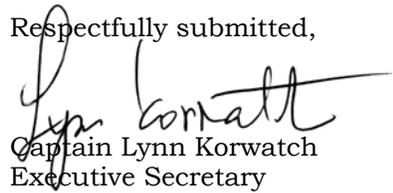
Next Meeting

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

Adjournment

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	
May-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:	7
Navigation Safety (3), Port Safety & Security (2), Other (2)	
3. Marine Casualties (reportable CG 2692) within SF Bay: Allison/Collision (0), Fire (0),	2
Grounding (1), sinking (0), Steering (0), Propulsion (1), Personnel (0)	
4. Total Number of (routine) Navigation Safety related issues / Letters of Deviation	15
Radar (2), Steering (0), Gyro (1), Echo sounder (2), AIS (8), AIS-835 (2)	
5. Reported Rule 9 or other Navigational Rule Violations within SF Bay	2
6. Significant Waterway cases or Navigation related cases for the period: (Pinole Shoal grounding)	1
7. Marine Safety Information Broadcasts (MSIBs):	2
Total Port Safety (PS) Cases opened for the period:	30
MARINE POLLUTION RESPONSE	TOTAL
Total Oil/Hazmat Pollution Incidents within San Francisco Bay for Period	07
* Source Identification (Discharges and potential Discharges):	
Deep Draft Commercial Vessels	0
Facilities (includes all non-vessel discharges)	1
Military/Public Vessels	0
Commercial Fishing Vessels	0
Other Commercial Vessels	0
Non-Commercial Vessels (e.g. recreational vessels)	3
Unknown Source (as of end of the period)	2
Storm Drain Runoff / Vehicle (vehicle accident)	1
*Spill Information	
Unconfirmed	3
No Spill	0
Pollution Cases Requiring Clean-up	4
Federally Funded Clean-up Cases (OSLTF-(1) / CERCLA-0)	1
Total Oil Discharge and Hazardous Materials Release Volumes:	770 gals
1. Spills < 10 gallons	2
2. Spills 10 - 100 gallons	1
3. Spills 100 - 1000 gallons	1
4. Spills > 1000 gallons	0
Total Oil Discharge and/or Hazardous Material release volumes (And by vessel type):	000
1. Estimated spill amount from deep draft vessels:	000
2. Estimated spill amount from commercial vessels:	000
2. Estimated spill amount from recreational vessels:	770 gals
3. Estimated spill amount from facilities / shoreside point discharge:	000
3. Estimated spill amount from unknown sources:	000
PENALTY ACTION:	
Marine Violation (MV) Cases for Period	0
Notice of Violations (TKs)	1

Letters of Warning	1
** SIGNIFICANT PORT SAFETY & SECURITY (PSS) CASES **	
* A. MARINE CASUALTIES - PROPULSION / STEERING	
<p>1. Marine Casualty - Loss of Propulsion, Ferry Vessel ENCINAL (21May05): Ferry vessel experienced a loss of one engine while transiting the Oakland Estuary to Jack London Square. The Ferry Vessel (carrying passengers) notified VTS of engine problems and requested towing assistance due to high wind conditions. The vessel was towed to Jack London Square, and was taken out of service for repairs. A Form CG-835 was issued for No Sail Requirements until repairs can be verified by USCG Inspectors. 31 May, repairs were completed, verified, and vessel was cleared to sail. Case Closed.</p>	
<p>2. Marine Casualty - Loss of Propulsion, M/V NYK AQUARIUS (26May05): The Panamanian flagged Container Ship experienced electrical system problems while getting underway from Oakland. Because another vessel was scheduled to enter the same berth, COTP Order 05-033 was issued allowing the vessel to transit with tug assistance to Anchorage 9, and remain at anchorage until repairs could be affected and verified by Classification Society. Repairs were completed and tested to a blown 5 amp fuse in the control panel that sounded a main engine governor alarm, and the COTP Order was rescinded. The vessel was then cleared to depart. Case Closed.</p>	
* B. MARINE CASUALTIES - VESSEL SAFETY CONDITIONS	
<p>1. Marine Casualty - COTP Order / Grounding, T/V NEW AMITY (23 May05): The Liberian flagged Tank Vessel briefly grounded on the port side in the vicinity of Pinole Shoal near Buoys 9 and 10. The vessel conducted tank soundings for evidence of damage and continued the transit from Benicia outbound. COTP Order 05-030 was issued upon notice of the grounding which ordered the vessel to Anchorage 9 to conduct both an internal and external hull damage survey by the vessel's Classification Society. U.S. Army Corp also conducted a sounding of the channel in vicinity of the grounding. the hull survey determined there was no damage, and the vessel was cleared to depart. Cause of the grounding and condition of the dredged channel remains under investigation.</p>	
<p>2. Port Safety - COTP Order / Marine Casualty, Anchor Windlass, T/V SR BAYTOWN - (26May05): The U.S. Tank Vessel reported that the vessel's port anchor windlass brake failed while the vessel was anchored in Anchorage 9. COTP Order 05-031 issued to complete repairs prior to transit. Repairs were completed, and the COTP Order was rescinded. Case Closed.</p>	
* C. COAST GUARD - GENERAL SAFETY/SECURITY CASES	
<p>1. Port Safety - Rule 9 Violation (18May05): Vessel Traffic Service (VTS) received a report from the SF Bar Pilots that the F/V GAME COCK (US) crossed in front of the M/V CARIBBEAN HIGHWAY (Panama) while the deep draft was inbound from Sea to Benicia. The incident occurred in vicinity of Pinole Shoal Light 13. The F/V was reported not to have responded to the navigation signals. Station Vallejo was notified and conducted a boarding of the F/V. Investigation remains open.</p>	
<p>2. Port Safety - Rule 9 Violation (22May05): VTS received a report from the SF Bar Pilots that a 47' sailboat, S/V CYCHRON CITY (US) crossed in front of the bow of the SS JEREMIAH OBRIEN while the vessel was transiting within San Francisco Bay. The S/V did respond to the danger signal, but the S/V turned to port and crossed in front of the bow of the SS JEREMIAH OBRIEN. Station San Francisco responded to the report, but was unable to locate the S/V. Investigation remains open.</p>	
SIGNIFICANT MARINE ENVIRONMENTAL RESPONSE (MER) CASES:	
<p>1. Boat explosion at Korths Pirate Lair Marina, 09MAY05: At 0630, a 36 ft recreation vessel (La Bella Donna) exploded at a marina located in Isleton. The explosion was felt as far as 6 miles away. The explosion caused damage to nearby vessels and the marina. There was no report of injuries and the cause of the explosion remains under investigation. Marine Environmental Response team arrived onscene but found only a nonrecoverable sheen. Sacramento County Marine Patrol is the lead agency and will continue the investigation. Case closed.</p>	

<p>2. Grounding, P/C CHRISTOPHER M, Point Bolinas (14May05): A 65' wooden U.S. vessel loss steering and ran aground 200 yards south of Point Bolinas. MSO determined there was a substantial threat of pollution and assisted with CA Department of Fish and Game in the oversight of the removal of the vessel and containment of the pollution onboard. An estimated 700 gallons of diesel was discharged, prior to the removal of the vessel. Cases Closed.</p>	
<p>3. Barge Fire - Contra Costa County, 23MAY05: Coast Guard responded to a fire reported aboard 10 barges located in Mayberry Slough, one mile west of the Antioch Bridge. The cause of the barge fires remains under investigation. 9 of the 10 barges were burned down to the waterline. The barges were carrying fiberglass sailboat hulls. When one of the barges ignited for unknown reasons, the fire caused the other barges to burn as well.</p>	
<p>4. Completion of the USCG / ACOE removal of the Tug ELIZABETH A (07May05): Through numerous meetings and workgroups dating back for over one year, the abandoned Tug ELIZABETH A was finally removed from the Oakland Estuary. Over this period, 40,000 gallons of oily waste and hazardous material was removed from the vessel through funding from the federal Oil Spill Liability Trust Fund and Comprehensive Environmental Response, Compensation and Liability Account and USCG supervision. Coordination of the removal of the abandoned vessel was through the ACOE.</p>	
<p>SIGNIFICANT PORT SAFETY INFORMATION or EXERCISES</p>	
<p>1. Marine Safety/Security Information Bulletin 05-13: "Vehicle Borne Improvised Explosive Devices (VBIED) Threat Exposed by Commercial Delivery Vehicle Programs" - The MSIB was released to assist Facility Security Officers with identifying and understanding VBIED attack threats, and suggested protective measures to real vulnerabilities.</p>	
<p>2. Marine Safety/Security Information Bulletin 05-014: "Fiscal Year 2005 Port Security Grants" - The MSIB announces that the Homeland Security Office of Domestic Preparedness (ODP) is now accepting Round 5 Port Security Grant Applications through the Office of State and Local Government Coordination and Preparedness (SLGCP). The Port Security Grant Program mission is to create a sustainable, risk based effort for the protection of critical infrastructure from terrorism, especially explosives and non-conventional threats that would cause major disruption to commerce and significant loss of life. Fiscal Year 2005 funding available under this announcement is \$140, 857,128. Funds go directly to applicants to address physical security enhancements for critical national seaports. The submission date for applications ends June 10, 2005.</p>	
<p>RECENT PORT SAFETY CASES SINCE END OF MONTH-MAY STATS PERIOD FURTHER DETAILS WILL BE CAPTURED IN JUNE STATS</p>	
<p>1. Port Safety and Security - Reported Terrorist Threat, Hanjin Terminal (03JUN05): MSO received notification from CBP of intelligence supporting possible explosives shipped inside two containers off loaded in the Port of Oakland. Multi Agency response operations were coordinated and included the identification of one container as a possible terrorist threat. A Security Zone surrounding the terminal and adjacent waters was established in the Oakland Inner Harbor for 4 hours securing all traffic in the vicinity of Berth 55-56 for the safety of mariners. Bomb squad testing of the suspect 40 foot container determined negative results and the threat was downgraded to a probable hoax. The waterway was then reopened for traffic. Additional intelligence attained the</p>	
<p>2. OPERATION SAFE PORT (08JUN05): The Maritime Administration (MARAD), with the assistance of USCG, Industry, and multiple law enforcement agencies led a one day Homeland Security Exercise in San Francisco Bay testing the capabilities of removing a radiological or explosive container threat from an anchored vessel in the Port of San Francisco. The exercise involved removing over 10 containers from the M/V HORIZON CONSUMER to the MARAD vessel KEYSTONE STATE, and removal of the suspect container to a lash barge to isolate the threat container. The exercise demonstrated the capabilities of the MARAD crane ship in safely removing a threat container before the container reaches the pier.</p>	

San Francisco Bay Clearinghouse Report For May 2005

San Francisco Bay Region Totals

			<u>2004</u>
Tanker arrivals to San Francisco Bay	71		68
Tank ship movements & escorted barge movements	331		328
Tank ship movements	210	63.44%	203
Escorted tank ship movements	98	29.61%	96
Unescorted tank ship movements	112	33.84%	107
Tank barge movements	121	36.56%	125
Escorted tank barge movements	60	18.13%	57
Unescorted tank barge movements	61	18.43%	68
Percentages above are percent of total tank ship movements & escorted barge movements for each item.			
Escorts reported to OSPR	0		1

<u>Movements by Zone</u>	<u>Zone 1</u>	<u>%</u>	<u>Zone 2</u>	<u>%</u>	<u>Zone 4</u>	<u>%</u>	<u>Zone 6</u>	<u>%</u>	<u>Total</u>	<u>%</u>
Total movements	209		316		0		167		692	
Unescorted movements	93	44.50%	166	52.53%	0	0.00%	82	49.10%	341	49.28%
Tank ships	71	33.97%	111	35.13%	0	0.00%	51	30.54%	233	33.67%
Tank barges	22	10.53%	55	17.41%	0	0.00%	31	18.56%	108	15.61%
Escorted movements	116	55.50%	150	47.47%	0	0.00%	85	50.90%	351	50.72%
Tank ships	69	33.01%	94	29.75%	0	0.00%	50	29.94%	213	30.78%
Tank barges	47	22.49%	56	17.72%	0	0.00%	35	20.96%	138	19.94%

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>2004</u>
Tanker arrivals to San Francisco Bay	303		690
Tank ship movements & escorted barge movements	1,628		3,229
Tank ship movements	920	56.51%	1,869
Escorted tank ship movements	435	26.72%	917
Unescorted tank ship movements	485	29.79%	952
Tank barge movements	708	43.49%	1,360
Escorted tank barge movements	373	22.91%	703
Unescorted tank barge movements	335	20.58%	657
Percentages above are percent of total tank ship movements & escorted barge movements for each item.			
Escorts reported to OSPR	6		24

Movements by Zone	Zone 1	%	Zone 2	%	Zone 4	%	Zone 6	%	Total	%
Total movements	989		1,503		0		839		3,331	
Unescorted movements	443	44.79%	755	50.23%	0	0.00%	392	46.72%	1,590	47.73%
Tank ships	302	30.54%	479	31.87%	0	0.00%	222	26.46%	1,003	30.11%
Tank barges	141	14.26%	276	18.36%	0	0.00%	170	20.26%	587	17.62%
Escorted movements	546	55.21%	748	49.77%	0	0.00%	447	53.28%	1,741	52.27%
Tank ships	294	29.73%	408	27.15%	0	0.00%	223	26.58%	925	27.77%
Tank barges	252	25.48%	340	22.62%	0	0.00%	224	26.70%	816	24.50%

Notes:

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

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

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

June 9, 2005

1. CORPS 2005 O&M DREDGING PROGRAM

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

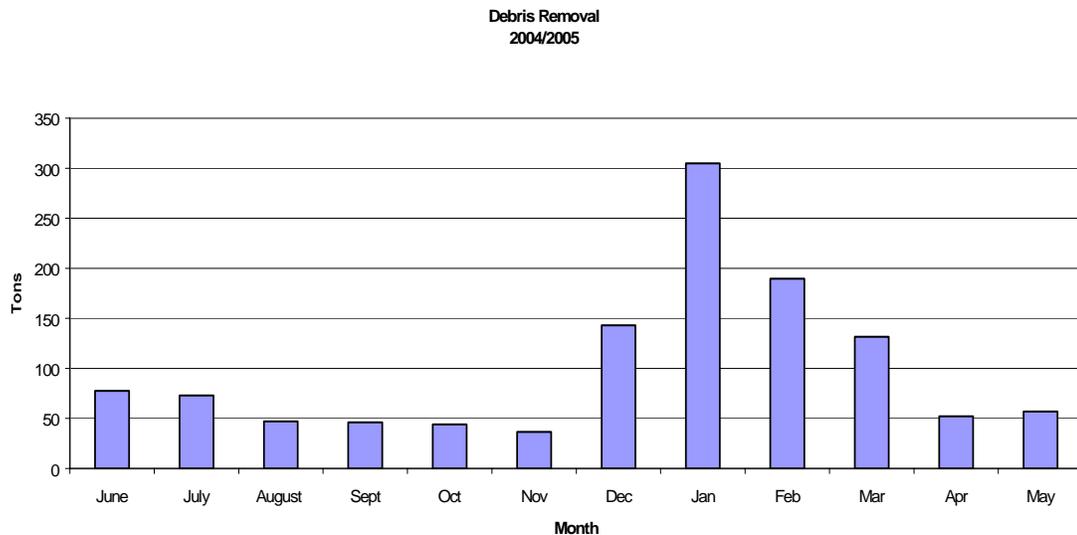
- a. **Main Ship Channel** – Project is complete. Project was accomplished by the Government Dredge “Essayons”. Dredged material disposal is at SF-8 and Ocean Beach. Approximately 300,000 cubic yards of material was disposed near shore to Ocean Beach in order to reduce beach erosion as beneficial reuse of the Material. Next year the Corps will increase public awareness of this project because of numerous reports of a ship running aground because the “Essayons” was very near shore. We may post information signs on the beach.
- b. **Richmond Outer Harbor and Southampton Shoal** – Project is underway. Project is being accomplished by the Government Dredge “Essayons”. Dredge material disposal is at the Alcatraz Dredged Material Disposal Site (SF-11). Southampton Shoal dredging is complete. We expect to complete this project by June 12 or 13.
- 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. Because of the light shoaling this year the Government Dredge “Essayons” is performing the dredging. The project is underway with and we expect to complete this project by June 12 or 13. Material is going in bay to SF-11. However, we are continuing the contracting process in case there should be late shoaling on this project this year. The solicitation should be out by the end of June.
- d. **Oakland Outer and Inner Harbor** – Corps has a 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. 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 mid June. The contract for this project will be combined with the Pinole Shoal

Project. No testing required this year. Schedule calls for dredging to start by mid August.

- f. **Pinole Shoal** – Requires a new dredging contract. The solicitation for this contract should go out by mid June. 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. Schedule calls for dredging to start by the mid August.
- 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. 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. At present, we are attempting to reprogram funds so we can start dredging this year and continue to dredge into FY 06. If this happens, we anticipate starting dredging by the first part of September.

2. DEBRIS REMOVAL

The total tonnage of debris collected on the San Francisco Bay for April 2005 was 52 tons and for May 2005 was 57 tons. These totals are approximately 77 tons 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 was scheduled to complete by the end of May. However, it has been extended out to the end of June due to rock placement. Also the color of the channel markers needs to be changed to reflect the new channel bottom elevation. The second contract is the dredging contract. It combined the dredging of the Outer Harbor to an interim depth of 46 feet and the Inner Harbor to an interim depth of 46 feet. The Outer Harbor is now down to the interim depth of 46 feet and we are starting on the Inner Harbor. 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. 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 received the final alternative design. The Contractor has started the dredging on this contract and should start placement of the H piles in the next few weeks. 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 has been no emergency dredging in FY 2005 and the Corps is working hard in its dredging program to try to eliminate the need for emergency dredging. 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.

Address of Corps' web site for completed hydrographic surveys

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

Memorandum

Date: May 17, 2005

To: Harbor Safety Committee, San Francisco Bay Region

From: Len Cardoza

Subject: Water Transit Authority Technical Advisory Committee Report

I attended the Water Transit Authority (WTA) Technical Advisory Committee (TAC) Meeting on May 17, 2005, representing the San Francisco Bay Region Harbor Safety Committee. Several other Harbor Safety Committee members and regular attendees of the HSC were also present.

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

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

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

Charlene Haught-Johnson, President, WTA Board of Directors, gave a report to the TAC describing progress on the WTA transitioning from a planning agency to an operating agency.

Vladimir Shepsis, Coast & Harbor Engineering, gave a powerpoint demonstration on the status of wake wash studies, concluding that there is marginal difference between ferry wakes and ambient (wind wave) conditions. He cautioned that wake wash studies are highly site specific. The study will help in planning new routes and terminals.

John Takekawa, USGS, gave a powerpoint presentation on the status of the rafting bird study. The San Francisco Bay Area is situated on the largest estuary along the Pacific coast. The estuary is a critical component of the Pacific flyway. John's report stated that there were inconclusive findings and evidence of the definitive impact of ferry transits on rafting water birds.

John Sindzinski, WTA, gave a report on the status of environmental documentation relating to proposed ferry routes, terminals, and supporting infrastructure. The EIR has evolved from a programmatic document to a series of project / site / route specific documents. The Project team is wrapping up a series of technical studies relating to technical use. The environmental

documentation will cover potential impacts relating to operations, construction and maintenance activities.

John Sindzinski, WTA, also gave an update on siting considerations for the proposed WTA office, berthing, and maintenance facilities. Key factors include a central bay location, water depth, land, and infrastructure facilities.

TAC attendees also received presentations on the Regional Maritime Contingency Plan, new vessels, alternative fuel (fuel cell) vessel, and the SF-VMAP, analogous to presentations delivered to the Harbor Safety Committee.

Date: 5.21.05

TO: Harbor Safety Committee
From: Harbor Safety Plan Work Group
Joan Lundstrom
Subject: Proposed Changes to Harbor Safety Plan Recommendations

The Harbor safety Committee voted at its march 10, 2005 meeting to change a number of its prior recommendations to reflect existing Committee policies and practices. However, the following additional changes are proposed as a result of the Work Group's final review of the Plan:

V. Harbor Depths, Channel Design, and Dredging

*this section was inadvertently deleted in the prior edit. Add to
Recommendations Yet to be Implemented.

1. The Committee continues to encourage facility owners/operators to conduct annual condition surveys of depths alongside and at the head of their facilities. The surveys should be in accordance with standards set by NOAA and finalized for chart and publication updates.

XIV. Underkeel Clearance and Reduced Visibility

This section is to be moved to "**Recommendations Implemented or Addressed**". After further consideration, the Work Group recommends that underkeel clearance refer only to tank vessels, which was the original wording, not all deep-draft vessels. The revisited text should read:

1. The recommendation that "guidelines for underkeel clearance to tank vessels carrying oil or petroleum products as cargo" be established has been implemented by establishing the following minimum clearances:
 - Vessels west of the Golden Gate Bridge: Ten percent (10%) of the vessel's draft.
 - Vessels under way east of the Golden Gate Bridge: Two (2) feet.
 - Vessels at final approach to berth and at berth: Always afloat.

These clearances are incorporated into the Bar Pilots' Operational Guidelines, which are updated regularly.

Harbor Safety Committee

of the San Francisco Bay Region

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

June 13, 2005

Mr. Carlton Moore
OSPR Administrator
Department of Fish and Game
1700 K Street, Suite 250
Sacramento, CA 95814

Dear Carlton,

As you're aware San Francisco Physical Oceanographic Real-Time System (PORTS) has serious financial difficulties and without support the system may be shut down before the end of 2005. It has come to our attention that a recent Department of Finance (DOF) Audit noted a surplus of about \$18 million in the Oil Spill Prevention & Administration Fund. The January 1, 2005 DOF audit stated the fund could "provide opportunities for OSPR to strengthen its prevention, readiness, and response activities." The Audit further stated (pg. 33), "The excess fund balance may provide support of Harbor Safety mechanisms such as the PORTS system in San Francisco Bay and Long Beach."

PORTS provides useful information for real-time navigation by helping provide safer and more efficient vessel transits. PORTS is also a tool that is used to generate real-time trajectory modeling for spill response.

The San Francisco Harbor Safety Committee requests you consult with the DOF to authorize \$200,000 annually for PORTS operations and maintenance for a period of up to three years. This would be an expenditure allowed under the government code affecting oil spill prevention and response.

The HSC PORTS Work Group, in close collaboration with the San Francisco Bar Pilots and our local NOAA representative, is reviewing the PORTS system in order to make sure it addresses the needs of the maritime industry. During this review process the Work Group will refine the budget to include improved system reliability, relocation of sensors, and the possible deployment of new equipment. Additionally, we will pursue state and federal legislation for permanent PORTS funding.

Sincerely,

Joan Lundstrom
Chair, San Francisco Harbor Safety Committee

Cc: Harbor Safety Committee

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