

# 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 8th, 2006

Port of Oakland, 7<sup>th</sup> Floor Conference Room, Oakland, California

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

The following committee members and alternates were in attendance: **Capt. Marc Bayer**, Tesoro Refining & Marketing Company; **Capt. Paul Bishop**, Harbor Bay Maritime; **Ted Blanckenburg**, AMNAV Maritime Services; **Margot Brown**, National Boating Federation; **Len Cardoza**, Port of Oakland; **Ron Chamberlain**, Port of Benicia; **Capt. Gary Fleeger**, Matson Navigation; **Capt. Fred Henning**, Baydelta Maritime; **Robert J. Lawrence**, United States Army Corps of Engineers (COE); **Michael McMillan**, Port of Oakland; **Capt. Peter Peers**, National Cargo Bureau; **Capt. Robert Pinder**, San Francisco Bar Pilots (Bar Pilots); **Linda Scourtis**, BCDC; **Capt. Ray Shipway**, International Organization of Masters, Mates, and Pilots; **Denise Turner**, Port of San Francisco; **Capt. William J. Uberti**, United States Coast Guard (USCG); **Gerry Wheaton**, National Oceanic and Atmospheric Administration (NOAA). **Thomas Wilson**, Port of Richmond.

Also present and reporting to the HSC were **Ian Austin**, URS Corporation; **Robert Chesney**, California State Lands Commission (State Lands); **Mike Coyne**, California Office of Spill Prevention and Response, (OSPR); **Capt. Lynn Korwatch**, Marine Exchange; **Cmdr. Gordon Loebel**, USCG; **LtCmdr. Ross Sargent**, USCG; **Sam Wehn**, Babcock & Brown.

The meeting was open to the public.

### Approval of the Minutes

#### There were corrections to the minutes of May 11th, 2006:

On page one, "Comments by the Chair," fourth bullet, first sentence should be corrected to read ". . . and distributed the new kayak safety *decals* there."

On page two, the first bullet after the first instance of "questions and comments," the second sentence should read: "There were *nine minor* injuries."

On page five, "Prevention Through People Work Group" report. The second sentence of the first bullet should begin: "*Not* all of the . . ."

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

### Comments by the Chair – Lundstrom

- **Capt. Henning** was welcomed back to the HSC after recent surgery.

### Coast Guard Report – Capt. Uberti

- All seventy-two facilities in the Bay Area had met the deadline to submit their personnel lists for screening as required by Marine Safety Information Bulletin 06-05.

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- Over three hundred people attended the public hearing in Long Beach to speak about the proposed Transportation Worker Identity Card. There were many complaints about the proposed rules; including the cost, the pin number system, the card reader, and disqualifiers. Industry was united that the program needed to be improved.
- **LtCmdr. Sargent** read from a report that is attached to these minutes. The increase in the number of public vessel transits was primarily due to the activities of the COE dredge *Essayons*.

### Clearinghouse Report – Alan Steinbrugge

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

### OSPR Report – Coyne

- OSPR hopes to fill the vacant ferry operator's seat on the HSC by the July 13<sup>th</sup> meeting.
- OSPR has two job openings that they hope to fill by early September.
- OSPR will be able to take an additional sixty thousand dollars out of its budget to support the Physical Oceanographic Real Time System (PORTS) for fiscal year 2006-2007.
- The Escort Tug Advisory Committee (ETAC) has been working on a proposed tug database to suit the amended regulations. There should be something to report on at the July HSC meeting.

### NOAA Report – Wheaton

- **Capt. Steve Thompson**, former NOAA representative to the HSC, is feeling much better, and is back at work. He says hello and thanks for all the best wishes and prayers.
- There is a new edition of chart 18749.
- A person has complained about the South Channel depicted on the charts outside of the Golden Gate. The person feels the name is a misleading one given the turbulence and wave action there; and says there have been accidents there. The names on the charts come from a standard Federal database kept by the U.S. Geological Survey. All departments of the Federal Government rely on these standardized names, so names cannot be changed without evidence of a problem. Any help that the HSC, or its members, could give in the way of providing evidence or data would be greatly appreciated.

**Capt. Pinder** said that he thought this was the area just off Ocean Beach. He remembered at least one small boat accident there in the recent past.

**Wheaton** said that he would like to talk to the Pilots about the Sacramento Channel charts.

### COE Report – Lawrence

- **Lawrence** said that he had been with the COE in San Francisco for fourteen years; ten or eleven of those years have been in dredging issues.
- **Lawrence** read from a report that is attached to these minutes. He said he would update the information on debris removal and email it to **Steinbrugge**.
- **Lawrence** requested that in the future the USCG please use the term *dredge materials* rather than *dredge spoils*.

**Cardoza** gave an update on the Oakland dredging project:

- Obstructions in the turning basin are being removed so that there will be a full fifteen hundred feet wide.
- Dredging at the entrance is going very well.
- The final contract to dredge the channel down to fifty feet would let at the end of June.

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## State Lands Commission Report – Chesney

- Thirty-six million barrels were moved in three hundred and four transfers.
- There was one minor spill that was not transfer related.
- Seven terminals were inspected.
- You can register for the Prevention First Biennial Symposium at <http://www.slc.ca.gov/>. The dates are September 12<sup>th</sup> and 13<sup>th</sup> at the Westin Long Beach.

## Water Transit Authority, Technical Advisory Committee Report – Cardoza

**Cardoza** read a report that is attached to these minutes.

### Briefing by Wehn, Project Manager, Trans Bay Cable Project.

- This is a power transmission project only. A high-voltage, direct-current line – capable of carrying four hundred megawatts – would connect from the Pittsburg substation to the Portrero substation. The projected power line is proposed in response to the California Independent System Operator's analysis of San Francisco's future electrical needs. The line takes advantage of excess power capacity in the East Bay, and could cut costs by cutting congestion in the transmission grid.
- The water route was proposed after exhausting all feasible land routes. California Department of Transportation (CalTrans), Bay Area Rapid Transit (BART), and the railroad lines, all had reasons why they could not grant easements or right of way. The proposed route was developed after meetings with the USCG, COE, and Bar Pilots. Every effort was made to avoid deep-draft channels or cross them at right angles. The line itself would be buried seven feet beneath the bottom of the Bay.
- The City of Pittsburg is the lead agency under California Environmental Quality Act. Trans Bay Cable, a subsidiary of Babcock and Brown, will lay the cable. The project is in the final stages of environmental review and finance. The cable could be operational in 2009, if the current schedule holds.

There were questions and comments:

- The COE, and other resource agencies, were consulted about the project. A small amount of sediment would be disturbed.
- Future dredging has been accounted for. The cable would be laid three to six feet below forty-five feet from the Carquinez Straight to New York Slough, and would be at sixty feet deep in San Pablo Bay.
- There would be no restrictions on emergency anchoring over the transmission line like there is over the BART tube. They were aware of the anchoring issue and tried to minimize the possibility.
- If the schedule were met, construction would start in June 2008. They expect to be in the New York Slough to Carquinez Straights for about three months. They will try to stay out of the channel. They are prepared to coordinate with local traffic during operations. **Capt. Pinder** said that a Bar Pilot would be on board the cable layer when it was operating. **Cmdr. Loebel** said that a vessel safety zone would be established during operations.
- The direct current line will have a minimal impact on magnetic compasses.
- The cable will bridge over existing pipelines.
- The life expectancy of the cable is ninety-nine years.
- Everyone that has a real estate interest along the route has been consulted.
- The proposed route was overlaid on NOAA charts for the Environmental Impact Review (EIR) document. The document can be found on line at: <http://www.ci.pittsburg.ca.us/pittsburg/pdf/tbc/index.html>
- **Wheaton** advised **Wehn** to keep NOAA up to date on their project. They will be liable if the cable is not on the charts.

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**Lundstrom** advised everyone to get their comments into the City of Pittsburg by June 26<sup>th</sup>, the deadline for public comment on the EIR. When the project starts construction coordination with interested parties will be the big issue.

## **Tug Escort Work Group – Lundstrom**

There was nothing to report.

## **Navigation Work Group – Capt. Pinder**

There was nothing to report.

## **Ferry Operations Work Group – Davey**

There was nothing to report.

## **Prevention Though People Work Group – Brown**

- The group is working with the USCG to create a press release to promote safety awareness to kayakers.

## **Plan Work Group – Lundstrom**

- Most of the update was about correcting grammar and spelling. Recent changes to escort tug-testing regulations are reflected in the plan.
- **Lundstrom** proposed to amend the plan by adding a statement on the importance of PORTS to maritime safety in California. All of the other HSC's are adding similar language to their plans in order to strengthen the argument for funding from the state legislature. Lundstrom then read the proposed language. The amendment passed without discussion or dissent.
- The entire plan update was then passed without discussion or dissent.

## **PORTS Work Group – Capt. Bayer**

- Read from a report that is attached to these minutes.

## **PORTS Report – Steinbrugge**

- The tide and weather stations might come on line by mid-June if issues with the phone company could be resolved.

**Capt. Pinder** requested notification by email when the sensors were up and running.

## **Public Comment**

There was none.

## **Old Business**

There was none.

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**New Business**

- **Capt. Korwatch** said that the next meeting of the Area Maritime Security Committee would be held July 11<sup>th</sup> at the Port of Oakland.
- There will be a discussion about discrepancies in the new port and berth codes after the next HSC meeting in Richmond.

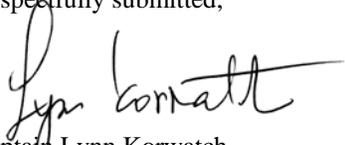
### **Next Meeting**

**Lundstrom** said that the next meeting would convene at 1000, July 13th, at the Harbormaster's Office, Port of Richmond, 1340 Marina Way South, Richmond, California.

### **Adjournment**

A motion to adjourn was made and seconded. There was no discussion. The motion passed unanimously. The meeting adjourned at 1131.

Respectfully submitted,



Captain Lynn Korwatch  
Executive Secretary

TO: San Francisco Harbor Safety Committee  
FROM: Joan Lundstrom, Chair, San Francisco Harbor Safety Committee  
RE: Eighth Annual National Harbor Safety Committee Conference, April 26-28, 2006, Washington, D.C.

Some personal notes from the conference, not meant to be comprehensive of the entire conference:

- The Washington D.C. venue provided the opportunity for higher echelon administration members to appear e.g. Norman Mineta, Secretary, Department of Transportation; RADM Thomas Gilmour, Asst. Commandant for Prevention, U.S. Coast Guard; Mark Rosenker, Acting Chair, National Transportation Safety Board; Capt. Steven Barnum, NOAA Mission Goal Lead for Commerce and Transportation.
- Because of last year's hurricane disasters, there was extensive discussion about Disaster Planning, Response and Recovery: Coast Guard reliance on local agencies such as fire and police for an integrated response; communication, as in all emergencies is key, including designating who is in charge; predesignating ships and boats in the waterways before the storm to keep vessels from sinking in the channels; prioritizing of what ships move first after the storm: in New Orleans: fuel, food, people; opening of waterways: shallow draft vessels after key soundings and buoys restored, then successively deeper draft vessels.
- Marine Transportation: Predicted doubling of international trade by 2020 because of U.S. dependence on global market for imports and exports; 95% of international cargo carried by ship; 50% of U.S. grain goes down Mississippi River and its tributaries; 50% of the value of agricultural products goes through Los Angeles/Long Beach Harbors.
- Security: Concern was expressed by some maritime industry members of new extensive background checking requirements. Some ports employ high numbers of immigrants.
- Navigation Data: NOAA reported on working to integrate data collection systems for safe navigation purposes; IOOS is studying the various systems to create partnerships; PORTS is part of this data collection, but has varying degrees of sustainability (San Francisco, Delaware Bay, and New York have had problems of funds for operating and maintaining the systems; I questioned whether NOAA should expand PORTS in other harbors until an analysis is made of operations, funding, and governance issues).
- National Transportation Safety Board: Factor in the sinking of a ferry boat in upstate New York was while the number of passengers met required standards, the boat was overloaded because of the higher average weight (we're fatter); the Coast Guard (and FAA) are reviewing calculations for weight standards.

# USCG SECTOR SAN FRANCISCO

## PREVENTION / RESPONSE - SAN FRANCISCO HARBOR SAFETY STATISTICS

**May-06**

### PORT SAFETY CATEGORIES

**TOTAL**

<b>1. Total Number of Port State Control Detentions for period:</b>	<b>2</b>
SOLAS (0), MARPOL (1), ISM (0), ISPS (1)	
<b>2. Total Number of COTP Orders for the period:</b>	<b>4</b>
Navigation Safety (2), Port Safety & Security (2), ANOA (0)	
<b>3. Marine Casualties (reportable CG 2692) within SF Bay:</b> Allison (2), Collision (0), Fire (1),	<b>7</b>
Grounding (2), Sinking (0), Steering (1), Propulsion (1), Personnel (0), Other (0)	
<b>4. Total Number of (routine) Navigation Safety related issues / Letters of Deviation</b>	<b>4</b>
Radar (2), Steering (0), Gyro (1), Echo sounder (0), AIS (0), AIS-835 (1)	
<b>5. Reported or Verified "Rule 9" or other Navigational Rule Violations within SF Bay</b>	<b>1</b>
<b>6. Significant Waterway events or Navigation related cases for the period:</b>	<b>0</b>
<b>7. Maritime Safety Information Bulletins (MSIBs): MSIB 06-05</b>	<b>1</b>
<b>Total Port Safety (PS) Cases opened for the period:</b>	<b>25</b>

### MARINE POLLUTION RESPONSE

**TOTAL**

<b>Total Oil/Hazmat Pollution Incidents within San Francisco Bay for Period</b>	<b>12</b>
<b>* Source Identification (Discharges and potential Discharges):</b>	
<b>TOTAL VESSELS</b>	<b>8</b>
Commercial Vessels	<b>3</b>
Public Vessels (Military)	<b>2</b>
Commercial Fishing Vessels	<b>1</b>
Recreational Vessels	<b>2</b>
<b>TOTAL FACILITIES</b>	<b>3</b>
Regulated Waterfront Facilities	<b>1</b>
Other Land Sources	<b>2</b>
<b>UNKNOWN/UNCONFIRMED</b>	<b>1</b>
<b>*Spill Information</b>	
Pollution Cases Requiring Clean-up	<b>8</b>
Federally Funded Cases	<b>1</b>
<b>Oil Discharge and Hazardous Materials Release Volumes by Spill Size Category:</b>	
1. Spills < 10 gallons	<b>7</b>
2. Spills 10 - 100 gallons	<b>5</b>
3. Spills 100 - 1000 gallons	<b>0</b>
4. Spills > 1000 gallons	<b>0</b>
5. Spills - Unknown	<b>0</b>
<b>Total Oil Discharge and/or Hazardous Material release volumes:</b>	<b>221</b>
1. Estimated spill amount from Commercial Vessels:	<b>117</b>
2. Estimated spill amount from Public Vessels:	<b>5</b>
3. Estimated spill amount from Commercial Fishing Vessels:	<b>0</b>
4. Estimated spill amount from Recreational Vessels:	<b>&lt;1</b>
5. Estimated spill amount from Regulated Waterfront Facilities:	<b>35</b>
6. Estimated spill amount from Other Land Sources:	<b>62</b>
7. Estimated spill amount from Unknown sources:	<b>&lt;1</b>

<b>Penalty Action:</b>	
Civil Penalty Cases for Period	<b>0</b>
Notice of Violations (TKs)	<b>2</b>
Letters of Warning	<b>3</b>
<b>** SIGNIFICANT PORT SAFETY &amp; SECURITY (PSS) CASES **</b>	
<b>* A. MARINE CASUALTIES - PROPULSION / STEERING</b>	
<b>Marine Casualty - Loss of Steering, Tug WILLIAM R; U.S. (17 May):</b> Tug sustained rudder failure 3/4 nm NW of Alcatraz while pushing dredge barge inbound. Tug POINT VICENTE assisted Tug WILLIAM R back to Richmond berth where repairs were made.	
<b>Marine Casualty - Loss of Propulsion, M/V BASS BULKER; Bahamas (27 May):</b> Upon arriving at A9, vessel lost propulsion due to faulty air pressure in main engine. Main engine operational 10 minutes later. Vessel anchored safely. COTP Order issued requiring vessel's classification society to verify repairs prior to departure from SF Bay. Repairs verified, COTP Order rescinded 29 May.	
<b>* B. MARINE CASUALTIES - VESSEL SAFETY CONDITIONS</b>	
<b>Grounding - Tug KEEGAN FOSS/Barge 185; U.S. (02 May):</b> Tug reported touching bottom in Richmond Inner Harbor. Divers inspected hull and found only minor scraping. Investigation pends.	
<b>Allision - Ferry MARE ISLAND; U.S. (06 May):</b> While departing SF Pier 41, ferry allided with pier and set against wooden pilings. Tug TERRI L. BRUSCO assisted in re-mooring vessel. Passengers were disembarked after ferry was moored. Nine passengers were transported to local hospitals with minor injuries. CG small boat, investigators and marine inspectors arrived on scene and found only cosmetic damage to ferry's hull. CG issued CG-835 "no sail" order, interviewed crew and conducted drug/alcohol testing. Ferry returned to Vallejo without passengers to make repairs. Investigation pends.	
<b>Allision - Tug RICHARD FOSS/Tank Barge FDH 35-1; U.S. (13 May):</b> The crane aboard a tank barge struck the Union Pacific Railroad Bridge while being towed from Benicia to Martinez. Bridge was inspected and found to be fully operational with no damage. Crane boom sustained substantial damage. No commercial vessel traffic was affected during the bridge inspection. CG investigators arrived on scene and conducted drug/alcohol tests. Investigation pends.	
<b>Grounding - Tug POINT VICENTE; U.S. (17 May):</b> Tug reported scraping bottom in Richmond's Potrero Reach while mooring disabled Tug WILLIAM R. Divers inspected hull and found no damage.	
<b>Fire - Tug OCEAN EAGLE - (31 May):</b> CG received report of stack fire aboard tug while towing empty lumber barge from LA/LB to Coos Bay. CG patrol boat rendezvoused with tug offshore and CG investigator & marine inspector boarded tug. CG terminated voyage due to unsafe conditions in engine room. COTP Order directed vessel into SF Bay to make repairs. Repairs completed, COTP Order rescinded and tug departed port 06 Jun. Investigation pends.	
<b>* C. COAST GUARD - GENERAL SAFETY/SECURITY CASES</b>	
<b>Security deficiencies; COTP Order Issued to M/V (04 May):</b> Vessel was detained for ISPS (Int'l Ship & Port Facility Security Code) & MARPOL deficiencies following random inspection by CG inspectors. Vessel was not adhering to its approved security plan. CG required external audit by vessel's Recognized Security Organization to determine compliance with ISPS Code prior to cargo operations. MARPOL deficiencies were required to be rectified prior to departure. All noted deficiencies were resolved and COTP Order was rescinded on 08 May.	
<b>Navigation Safety - Letter of Deviation (LOD) for inoperable AIS, P/V PRIDE OF ALOHA; U.S. (04 May):</b> LOD issued to inbound vessel for inop AIS; required repairs to be made.	
<b>Navigation Rule Violation - S/V LABORATORIUM (08 May):</b> S/V sailed over tow cable connecting outbound Tug KLIHYAM to its petroleum barge, north of Mile Rock. CG Station Golden Gate conducted dockside boarding of S/V, determined S/V's owner/operator was intoxicated and released owner/operator to California Highway Patrol's custody. Investigation pends.	
<b>Navigation Safety - M/V HANJIN PITTSBURG; South Korea (10 May):</b> LOD issued to inbound M/V for inoperable 10cm radar. LOD required verification of repairs prior to departure from SF Bay. Repairs made, LOD rescinded 14 May.	

<p><b>Container Hold - Port of Oakland terminal (11 May):</b> During random inspection, CG placed COTP hold on 3 containers carrying radioactive material due to tears found on container's door sills. Terminal requested to ship the containers overseas in accordance with its submitted plan. COTP approved shipment of the containers due to terminal plan's sufficient safety precautions.</p>	
<p><b>Oil Terminal Security Zone Incursion - (11 May):</b> CG Station Vallejo responded to request from oil terminal security to remove a vessel (engaged in fishing) from its federal security zone.</p>	
<p><b>Navigation Safety - LOD for INOP Gyrocompass, M/V PHOENIX; Antigua &amp; Barbuda (20 May):</b> Vessel was issued inbound LOD for inoperable gyrocompass, requiring repairs to be made and verified prior to departure from SF Bay. Vsl could not repair gyro while in SF Bay and was given outbound LOD to have repairs made in next port of call, Seattle.</p>	
<p><b>Navigation Safety - LOD for INOP Radar, M/V CMA CGM VIVALDI; Bahamas (26 May):</b> Vessel was issued an inbound LOD for inoperable S-band radar, to be repaired and verified prior to departing SF Bay. Repairs made, LOD rescinded 27 May.</p>	
<p><b>SIGNIFICANT INCIDENT MANAGEMENT DIVISION (IMD) CASES:</b></p>	
<p><b>F/V DELAWARE (17 May):</b> CG received report that 42-ft former F/V sank at a Pillar Point Harbor mooring ball. Owner was located and stated that vessel had approx 100 gals of diesel fuel and mixed oils aboard. Due to vessel being 90% submerged, approx 25 gals were released, creating rainbow sheen throughout most of harbor. Owner was unable to finance cleanup. CG opened Oil Spill Liability Trust Fund and hired contractor to deploy boom, remove fuel from vessel using divers. Cleanup complete. Enforcement action against owner pending.</p>	
<p><b>SIGNIFICANT PORT SAFETY INFORMATION or EXERCISES</b></p>	
<p><b>MSIB 06-05 - Interim Transportation Port Worker Screening Program (02 May):</b> As a precursor to the Transportation Worker Identification Credential, the CG published a notice in the Federal Register on April 28, 2006 requiring the screening of all persons working at Maritime Transportation Security Act regulated facilities. The deadline for industry to provide specified information to the Coast Guard was May 28, 2006.</p>	

<b>Transits include: all inbound, outbound &amp; intrabay transits</b>	<b># Transits Last month</b>	<b># Transits this month</b>	<b>Pct chg fm last month</b>	<b># Transits a year ago</b>	<b>Pct chg fm a year ago</b>
<b>Vessel Category</b>	<b>Apr-06</b>	<b>May-06</b>		<b>May-05</b>	
<b>PUBLIC</b> (incl ACOE, Research, USCG, Naval etc.)	191	392	105%	377	4%
<b>TANKER</b> (incl: ITB's)	185	172	-7%	207	-17%
<b>CARGO</b> (incl container, bulker, & freight vsls)	383	360	-6%	476	-24%
<b>TUGs with TOWS</b> (incl: ATB's and tank barges)	2126	2099	-1%	1956	7%
<b>FERRIES</b> (incl both commuter and bay cruise ferries)	6296	7060	12%	7267	-3%
<b>MISC</b> (incl: school ships, recreation, fishing, & unknown vsls)	1402	1583	13%	1219	30%
<b>PASSENGER</b> (incl cruise ships, and smaller charter vessels)	56	103	84%	106	-3%
<b>TOTAL vsl transits</b>	<b>10639</b>	<b>11769</b>	<b>11%</b>	<b>11608</b>	<b>1%</b>

# San Francisco Bay Clearinghouse Report For May 2006

## San Francisco Bay Region Totals

			<u>2005</u>
Tanker arrivals to San Francisco Bay	75		71
Tank ship movements & escorted barge movements	354		331
Tank ship movements	228	64.41%	210
Escorted tank ship movements	124	35.03%	98
Unescorted tank ship movements	104	29.38%	112
Tank barge movements	126	35.59%	121
Escorted tank barge movements	68	19.21%	60
Unescorted tank barge movements	58	16.38%	61
Percentages above are percent of total tank ship movements & escorted barge movements for each item.			
Escorts reported to OSPR	3		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	221		331		0		190		742	
Unescorted movements	96	43.44%	154	46.53%	0	0.00%	83	43.68%	333	44.88%
Tank ships	67	30.32%	102	30.82%	0	0.00%	50	26.32%	219	29.51%
Tank barges	29	13.12%	52	15.71%	0	0.00%	33	17.37%	114	15.36%
Escorted movements	125	56.56%	177	53.47%	0	0.00%	107	56.32%	409	55.12%
Tank ships	78	35.29%	117	35.35%	0	0.00%	64	33.68%	259	34.91%
Tank barges	47	21.27%	60	18.13%	0	0.00%	43	22.63%	150	20.22%

### Notes:

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

# San Francisco Bay Clearinghouse Report For 2006

## San Francisco Bay Region Totals

			<u>2005</u>
Tanker arrivals to San Francisco Bay	343		718
Tank ship movements & escorted barge movements	1,679		3,650
Tank ship movements	982	58.49%	2,149
Escorted tank ship movements	538	32.04%	997
Unescorted tank ship movements	444	26.44%	1,152
Tank barge movements	697	41.51%	1,501
Escorted tank barge movements	364	21.68%	760
Unescorted tank barge movements	333	19.83%	741

Percentages above are percent of total tank ship movements & escorted barge movements for each item.

Escorts reported to OSPR 7 16

<b>Movements by Zone</b>	<b>Zone 1</b>	<b>%</b>	<b>Zone 2</b>	<b>%</b>	<b>Zone 4</b>	<b>%</b>	<b>Zone 6</b>	<b>%</b>	<b>Total</b>	<b>%</b>
Total movements	1,058		1,640		0		944		3,642	
Unescorted movements	495	46.79%	804	49.02%	0	0.00%	443	46.93%	1,742	47.83%
Tank ships	342	32.33%	533	32.50%	0	0.00%	242	25.64%	1,117	30.67%
Tank barges	153	14.46%	271	16.52%	0	0.00%	201	21.29%	625	17.16%
Escorted movements	563	53.21%	836	50.98%	0	0.00%	501	53.07%	1,900	52.17%
Tank ships	331	31.29%	510	31.10%	0	0.00%	272	28.81%	1,113	30.56%
Tank barges	232	21.93%	326	19.88%	0	0.00%	229	24.26%	787	21.61%

### Notes:

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2. All percentages are percent of total movements for the zone.
3. Every movement is counted in each zone transited during the movement.
4. Total movements is the total of all unescorted movements and all escorted movements.



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June 1, 2006

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

Subject: Harbor Safety Committee Vacancy

The Office of Spill Prevention and Response (OSPR) is announcing an opening on the Harbor Safety Committee for a member representing Ferry Operators. The vacancy was created by the retirement of Captain Michael L. Beatie of Golden Gate Bridge, Highway & Transportation District - Ferry Division.

Qualified persons representing ferry operators located in the San Francisco Bay Area are encouraged to apply. Internet site <http://www.dfg.ca.gov/ospr/forms/miscforms/appform.pdf> contains a printable Harbor Safety Committee application. Applicants must complete this form and attach a current resume which indicates their qualifications. Also, provide a copy of your U.S. Coast Guard Merchant Marine Deck Officer's License, if using such a license to qualify. Mail application materials to:

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

The vacancy will be announced at the June 8, 2006, Harbor Safety Committee meeting. A copy of this announcement will be included with the informational materials for that meeting.

Applications for the position must be post marked no later than July 7, 2006. OSPR intends to appoint the new member at the July 13, 2006, Harbor Safety Committee meeting in Richmond.

Questions regarding the position, requirements or the application process may be directed to Mr. Michael Coyne at: the above mailing address, e-mail address [mcoyne@ospr.dfg.ca.gov](mailto:mcoyne@ospr.dfg.ca.gov), or telephone number (916) 324-5659. We look forward to hearing from qualified applicants.

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

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

**June 8, 2006**

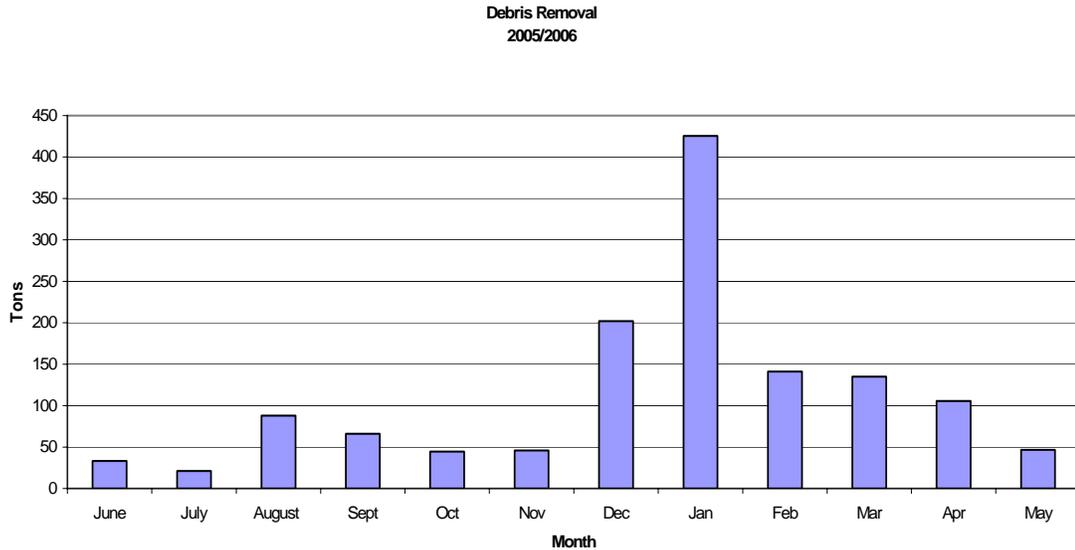
**1. CORPS 2006 O&M DREDGING PROGRAM**

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

- a. **Main Ship Channel** – Has been dredged by the government dredge “Essayons”. Dredging was completed on June 1, 2006. The material was disposed at SF-08 and off Ocean Beach.
- b. **Richmond Outer Harbor and Southampton Shoal** – Dredging, using the government dredge “Essayons” began on June 1, 2006. Due to be completed June 10, 2006. Material is being disposed at the Alcatraz dredged Material Disposal Site (SF-11).
- c. **Richmond Inner Harbor** – The Corps is currently soliciting bids. There was a bid protest that has just been resolved so the bidding time was extended to June 16, 2006. The material is scheduled to go to the Ocean.
- d. **Oakland Outer and Inner Harbor** – No change in the status of this project. The Corps has issued a modification to the Oakland 50 foot deepening contract 3 B/C to clean up the Oakland Inner and Outer Harbor to 46 feet. This will be about 200,000 cubic yards of material. Any small amount of maintenance material will be included in this contract. This material will go to the Montezuma Wetlands Restoration Project. No O & M contract will be let for this year.
- e. **Suisun Bay Channel** – The Corps plans to combine Pinole Shoal and the Suisun Bay Channel in a single contract this year. A bid solicitation was sent out on May 12, 2006 and award this contract was expected in mid June 2006. There is no bid protest at this time, however, solicitation is still on going. It is hoped that dredging will start in late July/early August. Material will be disposed of in bay.
- f. **Pinole Shoal** – Being dredged under the same contract as Suisun Bay Channel.
- g. **Redwood City** – A new condition survey is for about a month from now.
- h. **San Bruno Shoal** – The San Bruno Shoal is officially part of the Redwood City Project. A condition survey will be conducted at the same time as the Redwood City survey.

## 2. DEBRIS REMOVAL (Henry)

The total tonnage of debris collected on the San Francisco Bay for May was 47 tons; this is down from the 106 tons collected in April. This amount (47 tons) is still less than the 57 tons collected last May.



## 3. UNDERWAY OR UPCOMING HARBOR IMPROVEMENTS

### a. Oakland 50-ft –

The project goals are to get the Outer Harbor down to 46 feet first, then to get the Inner Harbor down to 46 feet. After the 46 foot depth is achieved, then we will take the project down to the 50-foot depth. By phasing the project in this way the project sponsor will get a greater utilization until the 50-foot depth is achieved. We continue to make progress, but there have been some delays. The Corps has four contracts underway. The first contract is for the containment structure for middle harbor. The work for this contract is complete. The second contract is the dredging contract. It combined the dredging of the Outer Harbor to an interim depth of 46 feet and the Inner Harbor to an interim depth of 46 feet. The Corps has issued a modification to this contract (3 B/C) to clean up approximately 200,000 cubic yards of material. Any small amount of maintenance material will be dredged under this contract and taken to Montezuma with the new work material. We dredged approximately 3,400,000 cubic yards or more under this contract. The third contract is a marine construction contract for the last phase on the Inner Harbor Turning Basin. This contract is scheduled to complete this summer.

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

The Corps is preparing to award another contract to dredge the remainder of the project in the Inner and Outer Harbors from 46 feet to 50 feet. This contract is expected to take approximately two years to compete. This contract will go out for solicitation pending resolution of two bid protests.

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

#### **4. EMERGENCY (URGENT & COMPELLING) DREDGING**

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

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

#### **5. OTHER WORK**

##### **San Francisco Bay to Stockton**

No change since last report. The Project continues to move forward

The San Francisco District is looking at a General Re-evaluation Report (GRR) to deepen the John F. Baldwin Ship and Stockton Deep Water Ship Channels. This would be only 1 or 2 feet. Division has given ok to proceed with study. The Corps received approximately \$250,000 for this project in FY 05. For FY06 there are approximately \$200,000 in the budget and another \$67,000 is scheduled to be provided by the sponsor under the cost share. The Corps has finalized the scope for the full General Re-evaluation Report (GRR) and we have completed the Project Management Plan. The Project Management Plan and the Design Agreement were approved by the Port of Stockton's Board on April 5, 2004. Contra Costa County has existing agreement in place with the Port of Stockton that they can utilize for this project. The goal is to complete the GRR by 2007. The San Francisco District has brought in the Corps Engineer Research and Development Center (**ERDC**) to address the issue of no return water from a dredge material disposal site that is being required by the Central Valley Regional Water Quality Control Board. The hydrographic survey has been completed and a salinity model for the non project condition has been completed and we are planning to complete the salinity model for the 40 foot project condition by January 2006. We have flown the orthophotos (corrected photo map) of the project while the vegetation was at a minimum. We were able to reprogram some funds which enabled us to complete this work. We are looking at how to address the areas of low dissolved oxygen and agriculture runoff for portions of this project.

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

### **Sacramento River Deep Water Ship Channel Deepening**

Status – No change since last report. Project has continued to move forward at a slow pace. The Sponsor was able to come up with approximately \$50,000 to continue this project.

The San Francisco District has taken over the Sacramento River Deep Water Ship Channel Deepening Project from the Sacramento District. This project is looking to continue the authorized deepening project of the channel from 30 feet to 35 feet. The Corps has received approximately \$350,000 for this year. The Corps developed a Project Management Plan (PMP) and the Port concurred to initiate the study in July 2002. We are doing a Limited Re-evaluation Report (LRR) that focuses on economics and updating the environmental documentation. The studies should take approximately 24 months. We are continuing to work on this project. We have awarded the contract for the salinity model and have received the draft report. The initial estimate is we will need capacity to dispose of approximately 6.5 million cubic yards of material. In reviewing the project we have had to reestablish the channel location and the review shows that some portions of the channel were never built to the required specifications. The San Francisco District has brought in the Corps Engineer Research and Development Center (ERDC) to address the issue of no return water from a dredge material disposal site that is being required by the Central Valley Regional Water Quality Control Board. We have developed a sampling and analysis plan (SAP) for sediment testing and it has been submitted to the Central Valley Regional Water Quality Control Board for review and approval. We have flown the orthophotos (corrected photo map) of the project while the vegetation was at a minimum. The data is being processed. The maps are due in May. The hydrographic survey has been completed. This project is not in this year's budget. However, the Port of Sacramento and the Port of Oakland want to make progress in FY 07.

### **Hydrographic Survey Update**

#### **Address of Corps' web site for completed hydrographic surveys**

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

Main Ship Channel – 18-19 April 2006, a new survey will be scheduled shortly.

Pinole Shoals – complete 23, 28 February & 15-17, 20 March 2006

Suisun Bay Channel – 22-24 & 27-31 March 2006

Suisun Bay Channel Bullshead 8 March 2006

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

San Bruno Shoal – complete – November 21 & 29, 2005

Oakland Inner and Outer Harbor – complete November 30 and December 5-9, 2005, new survey is on-going

Southampton Shoal and Richmond Long Wharf – completed May 5, 9, 2006, new survey scheduled to follow dredging

## Memorandum

**Date:** June 8, 2006

**To:** Harbor Safety Committee, San Francisco Bay Region

**From:** Len Cardoza

**Subject:** Water Transit Authority Technical Advisory Committee Report

**Update:** The WTA has ordered two low emission 149 passenger ferries. The vessels will be built by Nichols Bros. of Whidbey Island, Washington. They are scheduled to be completed in 2007 and put into service on the proposed South San Francisco – Oakland service by 2008.

Recent legislative action on bonding should provide eligibility for WTA to participate in the funding for transportation.

The Water Transit Authority (WTA) Technical Advisory Committee (TAC) has not met recently but is following developments and stands ready to assist the Board of WTA when appropriate.

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

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

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

### Roles of the TAC:

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

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

May 31, 2006

To: San Francisco Harbor Safety Committee

From: Joan Lundstrom, Chair and Marc Bayer, Chair PORTS Work Group

Proposed Additional Harbor Safety Plan Recommendation to Support PORTS (Physical Ocean Real Time System) in San Francisco Bay

Background:

For several years the San Francisco Harbor Safety Committee (HSC) has struggled to secure permanent funding for the Physical Ocean Real Time System (PORTS) in San Francisco Bay to provide real time tide, current, and wind data to the maritime community. The San Francisco Harbor Safety Plan (pg. 160) states:

“II.2. The Harbor Safety Committee urges that the OSPR Administrator support P.O.R.T.S. as a high priority and that OSPR continue to seek and allocate funds to maintain the system. The Committee recommends that the Marine Exchange of the San Francisco Bay Region continue to operate, maintain and support the uses of the P.O.R.T.S. program.”

Because PORTS lacks a designated funding source, the system began shutting down beginning September, 2005 with final shut down anticipated by the end of 2005. However, through vigorous efforts by the HSC, additional funding for operation and maintenance was secured from OSPR and Boating and Waterways for another two to three years. The HSC committed to reanalyze the existing system to become more responsive and effective and to renew its efforts to gain permanent funding within the next few years.

Recently, the other four California Harbor Safety Committee, having expressed interest in PORTS for all the harbors, met at OSPR in Sacramento for a first-time review of the various harbor systems for tide, current and wind measurement. All agreed on the proven value of PORTS to our harbors, particularly during storms which buffet the Coast. There was consensus to work together to have a statewide uniform PORTS system certified by NOAA, to have permanent financing by the state of California, and to be have administrative oversight by OSPR.

For the Harbor Safety Committees have a strong, united position, the San Diego, Los Angeles/Long Beach, and Humboldt Bay HSC's are now incorporating similar language in their updated Harbor Safety Plans. We recommend that San Francisco HSC do the same.

Proposal: Add the following recommendation to the San Francisco Safety Plan:

“II.3. The Harbor Safety Committee recommends that a statewide uniform system of PORTS, certified by NOAA, be established in California waters. PORTS should be permanently financed by the State of California and/or NOAA as there is broad public benefit in terms of marine safety, protecting the environment, use by recreational boaters, academia, and preventing oil spills in California waters. Safety of navigation in our harbors is highly dependent upon real time tidal, current, and wind information. OSPR, as an agency, should continue its oversight role.”

June 8, 2006  
San Francisco Harbor Safety Committee

PORTS Work Group report

The PORTS work group met May 11<sup>th</sup> at the Pilot Station following the Harbor Safety Committee meeting in San Francisco and before the Marine Exchange May Day party.

The cost of operating the re-vamped system were discussed and compared between having NOAA and the Marine Exchange (Alan) maintain and operate it. The Marine Exchange is clearly the most economical and logical place for PORTS to be operated and maintained.

The following points were discussed;

Modify the location of the existing Oakland wind sensor in order to better meet the needs of the pilots.

Hold off on restarting the Richmond and Oakland current sensors until we can evaluate the sensors and efficacy of the locations. Possibly redeploy them in slightly different locations with similar technology to the new Martinez sensor at the Tesoro Amorco dock.

Approach Chevron to re-deploy the tide and current station at the long wharf.

Mike Coyne to get back to the group on whether the PORTS monies must be spent on a specific time frame.

Marine Exchange to send out a community advisory when the system is back up and running.

NOAA to explore changing the configuration of the voice mail system to better meet the needs of the user.

Marine Exchange to track total costs for operation and maintenance for each sensor location.

Meet in four months time to review costs, progress and plan for betterments to existing system and optimum placement of sensors. September 7 at the Pilot Station.

July 12 (will need to be changed) meeting with OSPR/Pilots/stakeholders to develop future permanent funding for PORTS and development of information delivery system.

On June 5<sup>th</sup> I held an urgent informal teleconference regarding PORTS funding. OSPR notified me that the funding for PORTS was "use it or lose it". The first \$126,000 must be spent by June 30, 2006.

In order to spend the funds the Marine Exchange must have a signed contract with NOAA prior to June 30<sup>th</sup>.

Alan S. is pricing necessary equipment for PORTS.

Mike Coyne informed the group that OSPR has come up with another \$60,000 and will need to amend the PORTS contract with the Marine Exchange to cover these additional funds.

We will be holding another urgent informal discussion this afternoon following HSC to resolve these issues.

Respectfully,

  
Captain Marc Bayer