Harbor Safety Committee of the San Francisco Bay Region
Thursday, June 11, 2009
Bayside Conference Center Pier 1, Port of San Francisco, San Francisco, 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 Francisco Bay Region (Marine Exchange), confirmed a quorum of the HSC.

Committee members (M) and alternates (A) in attendance with a vote: Capt. Esam Amso (A), Valero Marketing and Supply Company; John Berge (M), Pacific Merchant Shipping Association (PMSA); Margot Brown (M), National Boating Federation; Ron Chamberlain (M), Port of Benicia; Capt. John Cronin (M), Matson Navigation Company; Aaron Golbus (M), Port of San Francisco; Lt. Col. Laurence M. Farrell, United States Army Corps of Engineers (USACE); Capt. Fred Henning (M), Baydelta Maritime; Capt. Bruce Horton (M), San Francisco Bar Pilots (Bar Pilots); Jennifer Kovecses (M), San Francisco Baykeeper; Chris Peterson (M), Port of Oakland; Capt. Ray Shipway (A), International Organization of Masters, Mates, and Pilots; Cmdr. Andrew Wood, United States Coast Guard (USCG); Gerry Wheaton (A), National Oceanic and Atmospheric Administration (NOAA); Thomas Wilson (M), Port of Richmond.

Alternates present, and those reporting to the HSC: Ted Blanckenberg (A), AMNAV Maritime Services; Bob Chedsey, California State Lands Commission (State Lands); Capt. Lynn Korwatch, Marine Exchange; Capt. Peter McIsaac (A), Bar Pilots; William Needham (A), National Boating Federation; William Nickson (A), Transmarine Navigation Corporation; Rob Lawrence, (USACE); Linda Scourtis (A), BCDC; Capt. Gary Toledo, California Office of Spill Prevention and Response (OSPR).

The meetings are always open to the public.

Approval of the Minutes

There was a correction to the minutes of May 14: The list of members in attendance should show that Capt. Amso was an alternate in attendance with a vote. The USCG representative was Cmdr. Andrew Wood. His name should replace that of Lt. Cmdr. Drew Steadman on page two, at the Coast Guard Report. Strike any other examples of Lt. Cmdr. Steadman’s name from the minutes.

A motion to accept the corrected minutes of May 14, was made, and seconded. The motion passed without discussion or dissent.
Governor Arnold Schwarzenegger had signed an executive order freezing California contracts. That could affect the Marine Exchange’s secretariat contract that supports the work of the HSC. That could also affect the Physical Oceanographic Real Time System (PORTS) program. Capt. Toledo would offer more detail during his report.


- The theme of this year’s conference was safe and secure harbors. There are about one hundred HSC’s in the country, but only about thirty are very active. Some HSC’s are federally mandated and funded, some are state supported, others are private volunteer associations. Other members of the committee in attendance were Brown, Capt. Horton, and Capt. Korwatch. Scott Humphrey and Sean Kelley of USCG San Francisco Vessel Traffic Service (VTS) were also in attendance.
- HSC of the Year award went to the South East Texas Waterways Advisory Council for its recovery efforts after Hurricane Ike, and its twenty foot storm surge, and preparations for the threats of Edouard and Gustav.
- Lundstrom gave a PowerPoint presentation on the HSC’s work in response to the COSCO Busan allision with the Bay Bridge. The presentation covered all of the work done by the various work groups to create best practices and guidelines that could help prevent future incidents. This work was referenced by the National Transportation Safety Review Board in their final report on the incident. Doug Rabe, USCG, was part of that session and reported on human error factors in the allision. He said that the single biggest factor was the lack of pre-transit planning between the master and pilot. The language difference was much less of a factor.
- In other presentations of interest: USACE described their goals to dredge to full project depths around the country. NOAA said that their test in Tampa of combining automated identity system information with PORTS data was successful, but at this time there is no funding to build on the success by expanding it into the eighteen other PORTS projects in the the country.

Coast Guard Report – Cmdr. Wood

- USCG headquarters has been following the fuel switching issue and had prepared a Marine Information Safety Bulletin (MISB) to address the topic. The local USCG sector would follow up with an MSIB with information specific to the region. The MSIB’s stress good maintenance, training, and testing of fuel switching systems. USCG is neutral on this matter of state regulation.
- The final report on the case of the Overseas Cleliamar (referenced in the minutes February 12, 2009) had gone to headquarters for review.

Berge asked if Cmdr. Wood had heard that some classification societies were pressuring owners to retrofit their ships. He had not heard that. Berge asked whether some vessels were requesting waivers from the regulation. Cmdr. Wood said that was the case.
Lt. Simone Mausz read a report that is attached to these minutes. There were a number of questions and comments about the report that is attached to these minutes.

Capt. Amso asked if the Seamaster had been at anchorage for the lifeboat test. Lt. Mausz said that was the case.

Chedsey asked if the Omega Lady Sarah had reported the problem with the “IGS system.” Cmdr Wood said that USCG had discovered the problem while on board for a routine examination.

Capt. Horton asked that the report be corrected to show that the APL Philippines is a motor vessel and not a tank vessel.

Capt. Pete Bonebakker, ConocoPhillips, asked whether the results into the investigation of the reported incident of the Golden State had been released. Cmdr. Wood said that they had not been released, but it looked like the cylinder heads were the issue.

Wilson asked if the case of the Sumana Naree was another incident of loss of propulsion. Cmdr. Wood said that was not the case.

Lundstrom asked if the investigation of the Rule 9 violations could result in fines. Cmdr Wood said that was the case.

Clearing House Report – Steinbrugge

Steinbrugge read from a report that is attached to these minutes.

OSPR Report – Capt. Toledo

- Carol Keiper, Oikonos Ecosystem Knowledge, is the new alternate representative for non-profit environmental organizations. She could not attend the meeting to be sworn in due to prior commitments.
- The Where the Heck is Collinsville brochure was due to be released June 26.
- Read highlights from the Governor’s executive order on freezing contracts that is attached to these minutes. The freeze would affect contracts signed on, or after, March 1, 2009. The freeze would affect the secretariat contract with the Marine Exchange starting July 1. It would also freeze the PORTS expansion contract as well as the PORTS operations and maintenance budget starting July 1. Capt. Toledo said that OSPR would seek waivers for all three contracts according to procedures and conditions outlined in the attached executive order.
- The OSPR focus group on best achievable technology for spill prevention and response would hold its final meeting on June 16. The goal of the report was to keep the state legislature informed about existing initiatives in the industry and community.
A discussion followed on what activities of the HSC could be continued without the support of the secretariat services provided by the Marine Exchange. Berge asked if the Brown Act would be an issue for the activities of work groups if there was no public notification of meetings by the secretariat. Capt. Toledo said that would be the case.

Capt. Amso asked if there would be any news on the waivers for the July meeting. Capt. Toledo said that was his hope.

Capt. Shipway asked if the cost a meeting place was the main issue for meetings. Capt. Toledo said that it was the work done by Marine Exchange staff to create the public notices, arrange the meetings, mailings, and so on that was the major cost.

Lundstrom asked if the HSC should consider canceling the July meeting. Capt. Korwatch said that the Marine Exchange would be willing to support the coordination of a July meetings pending the outcome of any state waiver process. She said that there was usually no meeting scheduled for August, so there was time for the process to work itself out.

Wheaton asked about the status of ongoing PORT's enhancements. Steinbrugge said that NOAA already had the money in hand for installing a wind sensor at Pier 1, San Francisco. Also funds for installing the Oakland Bar Channel current sensor and replacing the batteries in the Southampton Shoal Channel Buoy 6 current sensor are part of the current year's budget.

Capt. Amso asked if it would be appropriate for the HSC to write a supporting letter for OSPR’s waiver applications. Capt. Toledo said that it couldn't hurt. Lundstrom said that she would draft a letter and forward it to HSC members.

NOAA Report – Wheaton

- A test of broadcast of AIS and PORTS was happening over multiple stations in the Columbia River, and was considered a success. There was no money to expand the AIS/Ports success beyond Tampa Bay and the Columbia River.
- An experimental site for marine weather forecasting in the Bay Area can be found at: http://www.wrh.noaa.gov/mtr/marine.php
- Weather was expected to be cloudier and cooler than normal over the next ten day period.

Lundstrom said that the HSC would draft a letter in support of expanding the joint broadcast of AIS and PORTS data.
US Army Corp of Engineers (COE) Report – Lt. Col. Farrell

- The recently discovered high spot in Bull’s head Channel was subject to emergency dredging.
- The district continues to work on instituting procedures for disseminating survey results to interested parties in a timely manner.

Laurence read a report that is attached to these minutes.

Capt. Amso asked what the schedule would be for surveying Pinole Shoals. Lt. Col Farrell said that it would be surveyed within the week following completion of dredging.

Capt. McIsaac thanked USACE for their quarterly survey of Bull’s Head Channel. He thanked Steve Chesser, USACE for spotting the problem at Bull’s Head.

Lundstrom thanked USACE for and Lt. Col Farrell for working to create communications procedures that would continue regardless of change in local command.

State Lands Commission Report – Chedsey

Chedsey read from a statistical report that is attached to these minutes.

Briefing on Oakland Marine Terminals Emergency Communications Best Management Practices – Cuffe

- Representatives from police, fire, USCG, PMSA, the port, and terminal tenants had sat down to discuss how to create and maintain procedures that would assist first responders to incidents as diverse as a person going into the water or a fire. It was also part of the project to work to identify which first responder to contact, and how, depending on the nature of the incident.
- Simple and standardized informational materials were created to assist those reporting or responding to emergencies in terminals.
- Those with questions can contact Cuffe by email at mike.cuffe@yti.com.

Capt. Bonebakker asked if there would be drills or exercises to test the new procedures. Cuffe said that had been discussed.

Capt. Korwatch asked if this was a job that each facility was tasked with. Cuffe said that it was organized by the port. Capt. Korwatch asked if the port was responsible for keeping the plan up to date going forward. Cuffe said that it was.
Tug Escort Work Group – Capt. Henning, Brown

- They had been meeting with the Prevention Through People work group and Brown would report on their efforts.

Navigation Work Group – Capt. Horton

There was nothing to report.

Ferry Operations Work Group – Capt. Murphy

- They had not met recently. Ferry companies, USCG, and the Marine Exchange are meeting to plan the next exercise of the Vessel Mutual Assistance Plan.

Prevention Through People Work Group – Brown

- The project described by Cuffe had started as a concern brought to the HSC by Capt. Shipway at the October 9, 2008 meeting of the HSC, and described under New Business. A longshoreman had gone into the water alongside an Oakland terminal and it had taken forty minutes to get the man out of the water.
- The next goal for the work group would be to take the kind of material described by Cuffe and boil it down into a simpler format for recreational boating marinas and launching slips.

Dredge Issues Work Group

There was no report

PORTS Work Group – Capt. Amso

- At their meeting of May 21, they had agreed on six new stations for the upgrade of PORTS. The status of the upgrades was up in the air, per Capt. Toledo’s report.

PORTS Report – Steinbrugge

- All that there was to report had been covered during discussion of the contract freeze following Capt. Toledo’s report.
Public Comment

- Wheaton congratulated the Marine Exchange for the fine celebration it had hosted in honor of its one hundred sixtieth birthday.
- Kovecses announced a meeting regarding abandoned boats to be held June 25 at the headquarters of the Santa Clara Valley Water District. Wilson asked Kovecses to report back to the HSC on the meeting and Kovecses said she would be happy to do so.
- Nickson said that in all of his years in the maritime industry, in a number of different port areas, he had never experienced such a high level of cooperation from the USACE as they were currently demonstrating in the Bay Area.
- Veronica Boe, California Maritime Academy, said that Maritime Security Industry day would be held on June 23 with joint sponsorship for the USCG.
- Capt. Korwatch thanked the HSC for changing its schedule to accommodate the Marine Exchange’s membership party. She said that the Exchange was in the process of moving to a new location at 505 Beach Street, San Francisco. The next meeting of the Area Maritime Security Committee would be held in the passenger lounge at Pier 35, San Francisco. Free parking would be available for attendees.

Old Business

There was no old business.

New Business

There was no new business.

Next Meeting

Lundstrom said that the next meeting would convene at 1000, July 9, 2009, at the Harbor Master’s Office, Port of Richmond, pending any changes per the Governor’s freeze.

Adjournment

A motion to adjourn the meeting was made and seconded. It passed without discussion or dissent and Lundstrom adjourned the meeting at 1140.

Respectfully submitted,

[Signature]
Captain Lynn Korwatch
Executive Secretary

Harbor Safety Committee of the SF Bay Region
June 11, 2009
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EXECUTIVE ORDER S-09-09

06/08/2009

WHEREAS due to developments in the worldwide and national financial markets, and continuing weak performance in the California economy, the General Fund deficit for the 2009-2010 fiscal year is estimated to grow to $24.3 billion; and

WHEREAS the State Controller projects that as of July 29, 2009, California will not have the cash needed to meet all of its payment obligations; and

WHEREAS the projected budget deficit will require critical cuts to State programs and services, and additional borrowing from local governments; and

WHEREAS immediate action is needed to address the budget and cash crisis facing the State of California; and

WHEREAS immediate action to reduce current spending must be taken to ensure, to the maximum extent possible, that the essential services of the State are not jeopardized and the public health and safety is preserved; and

WHEREAS State agencies and departments under my direct executive authority must take all available steps to reduce their expenses to achieve budget and cash savings.

NOW, THEREFORE, I, ARNOLD SCHWARZENEGGER, Governor of the State of California, in accordance with the authority vested in me by the Constitution and the statutes of the State of California, do hereby issue the following orders to become effective immediately:

IT IS ORDERED that except for projects funded by the American Recovery and Reinvestment Act, or projects funded by bonds, grants or projects specifically mandated by court orders, or public-private partnerships that require no direct state expenditures, any funds encumbered on or after March 1, 2009, for contracts entered into for which goods or services have not been provided or for contracts proposed to be entered into during the 2008-2009 fiscal year by State agencies and departments, regardless of funding source, are hereby disencumbered and the funds will revert to their original funding source if no legal liability will be incurred by the State. If a legal liability will be incurred by the State, approval to continue encumbering the funds must be obtained from the Agency Secretary and the Director of the Department of Finance.

IT IS FURTHER ORDERED that by 30 days after the passage of a revised budget for fiscal year 2009-2010, all State departments, regardless of funding source, shall submit a plan to their Agency Secretary that provides for a reduction of the amount of the department’s appropriation to be encumbered by new contracts, extended contracts or purchases from statewide master contracts in the 2009-2010 fiscal year by at least 15 percent, whether the reduction results from cancellation, suspension, renegotiation or otherwise.

IT IS FURTHER ORDERED that effective immediately and until a State department's plan is approved by the Agency Secretary, a State department is prohibited from entering into any new contracts, amending existing contracts, issuing purchase orders for goods or services, or making purchases from statewide master agreements or leveraged procurement agreements for goods or services.

IT IS FURTHER ORDERED that the Director of the Department of Finance shall establish an exemption process regarding all contract cost reduction measures contained in this Order that Agency Secretaries and Cabinet-level Directors shall utilize to determine if an exemption is justified based on an emergent situation to preserve and protect
human life and safety; avoiding significant revenue loss; achieving significant net cost savings; maintaining multi-year IT system and service contracts approved by the Office of the Chief Information Officer; or providing critical services and functions.

IT IS FURTHER ORDERED that the services and functions of state government directly related to the preservation and protection of human life and safety, including but not limited to emergency and disaster response activities and the provision of 24-hour medical care, shall be deemed critical and exempt from this Order.

IT IS FURTHER ORDERED that all Agency Secretaries and Department Directors shall take immediate action to implement this Order to reduce state expenditures.

IT IS REQUESTED that other entities of State government not under my direct executive authority, including the California Public Utilities Commission, the University of California, the California State University, California Community Colleges, the legislative branch (including the Legislative Counsel Bureau), and judicial branch, implement similar or other mitigation measures to achieve budget and cash savings and additional transparency in state government.

This Order is not intended to create, and does not create, any rights or benefits, whether substantive or procedural, or enforceable at law or in equity, against the State of California or its agencies, departments, entities, officers, employees, or any other person.

I FURTHER ORDER that, as soon as hereafter possible, this Order shall be filed in the Office of the Secretary of State and that widespread publicity and notice be given to this Order.

IN WITNESS WHEREOF I have hereunto set my hand and caused the Great Seal of the State of California to be affixed this 8th day of June 2009.

ARNOLD SCHWARZENEGGER
Governor of California

ATTEST
DEBRA BOWEN
Secretary of State
**PORT SAFETY CATEGORIES**

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<thead>
<tr>
<th>Category</th>
<th>TOTAL</th>
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<tbody>
<tr>
<td>Total Port Safety (PS) Cases opened for the period:</td>
<td>11</td>
</tr>
<tr>
<td><strong>1. Total Number of Port State Control Detentions for period:</strong></td>
<td></td>
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<tr>
<td>SOLAS (0), MARPOL (0), ISM (0), ISPS (0)</td>
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<tr>
<td><strong>2. Total Number of COTP Orders for the period:</strong></td>
<td>2</td>
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<tr>
<td>Navigation Safety (2), Port Safety &amp; Security (0), ANOA (0)</td>
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</tr>
<tr>
<td><strong>3. Marine Casualties (reportable CG 2692) within SF Bay:</strong></td>
<td>6</td>
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<tr>
<td>Allision (0), Collision (0), Fire (0), Grounding (0), Sinking (0),</td>
<td></td>
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<tr>
<td>Steering (1), Propulsion (3), Personnel (0), Other (2)</td>
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<td><strong>4. Total Number of (routine) Navigation Safety related issues / Letters of Deviation:</strong></td>
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<tr>
<td>Radar (1), Steering (0), Gyro (0), Echo sounder (0), AIS (1), AIS-835 (0)</td>
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<td><strong>5. Reported or Verified &quot;Rule 9&quot; or other Navigational Rule Violations within SF Bay:</strong></td>
<td>1</td>
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<td><strong>6. Significant Waterway events or Navigation related cases for the period:</strong></td>
<td>0</td>
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<tr>
<td><strong>7. Maritime Safety Information Bulletins (MSIBs): MSIB 09-01:</strong></td>
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**MARINE POLLUTION RESPONSE**

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<tr>
<th>Source Identification (Discharges and potential Discharges):</th>
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<tr>
<td><strong>TOTAL VESSELS</strong></td>
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<tr>
<td>Commercial Vessels</td>
<td>0</td>
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<tr>
<td>Public Vessels (Military)</td>
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<tr>
<td>Commercial Fishing Vessels</td>
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<tr>
<td>Recreational Vessels</td>
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<tr>
<td><strong>TOTAL FACILITIES</strong></td>
<td>9</td>
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<tr>
<td>Regulated Waterfront Facilities</td>
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<tr>
<td>Other Land Sources</td>
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<tr>
<td><strong>UNKNOWN/UNCONFIRMED</strong></td>
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<tr>
<th>Spill Information</th>
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<tr>
<td>Pollution Cases Requiring Clean-up</td>
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<tr>
<td>Federally Funded Cases</td>
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<tr>
<th>Oil Discharge and Hazardous Materials Release Volumes by Spill Size Category:</th>
<th>TOTAL</th>
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<tbody>
<tr>
<td>1. Spills &lt; 10 gallons</td>
<td>6</td>
</tr>
<tr>
<td>2. Spills 10 - 100 gallons</td>
<td>4</td>
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<tr>
<td>3. Spills 100 - 1000 gallons</td>
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</tr>
<tr>
<td>4. Spills &gt; 1000 gallons</td>
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<tr>
<td>5. Spills - Unknown</td>
<td>6</td>
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<table>
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<tr>
<th>Total Oil Discharge and/or Hazardous Material release volumes:</th>
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<tr>
<td>1. Estimated spill amount from Commercial Vessels:</td>
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<tr>
<td>2. Estimated spill amount from Public Vessels:</td>
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</tr>
<tr>
<td>3. Estimated spill amount from Commercial Fishing Vessels:</td>
<td>20</td>
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<tr>
<td>4. Estimated spill amount from Recreational Vessels:</td>
<td>4.8</td>
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<tr>
<td>5. Estimated spill amount from Regulated Waterfront Facilities:</td>
<td>42</td>
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<tr>
<td>6. Estimated spill amount from Other Land Sources:</td>
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<tr>
<td>7. Estimated spill amount from Unknown sources:</td>
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<table>
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<tr>
<th>Penalty Action:</th>
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<tr>
<td>Civil Penalty Cases for Period</td>
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<tr>
<td>Notice of Violations (TKs)</td>
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<tr>
<td>Letters of Waming</td>
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**SIGNIFICANT PORT SAFETY & SECURITY (PSS) CASES**

* **A. MARINE CASUALTIES - PROPULSION / STEERING**

Marine Casualty - Loss of Steering, T/V APL PHILLIPINES (9 May): Vsl lost steering for 15-20 seconds during her outbound transit through the Oakland Channel in the vicinity of Buoy 4. The port pump was started and it regained steering. Vsl was then directed to Anchorage 9 to await inspection. Coast Guard marine inspectors attended and issued a requirement that both pumps must energized during the transit until the pilot departs and for the steering space to be manned during the outbound transit as well. A tech report was received and the case was closed on May 11.

Marine Casualty - Loss of Propulsion, M/V GRAND MERCURY (12 May): Vsl reported a loss of propulsion in the vicinity of the Richmond Long Wharf in its main engine due to extremely low fuel levels from a faulty fuel indicator in the fuel service tank. Two tugs were already on scene and another diverted to assist and maneuvered the vsl into Anchorage 5 to troubleshoot the issue. 5 minutes later, the vsl regained propulsion and transited to Richmond Berth 8 with a 3 tug escort. A COTP order was issued directing the vsl to remain at berth until the classification society and a marine inspector verified repairs. Case closed.

Marine Casualty - Loss of Propulsion, P/C HAVEN II (16 May): Vsl lost propulsion and drifted into the fuel barge PACIFIC's tow bridge in Anchorage 22 in the vicinity of Benicia. The vsl reported it was taking on water so SCC launched STA Vallejo. Once on-scene, STA Vallejo de-watered the vsl and ensured the flooding was stopped. At the owners request, STA Vallejo contacted Vessel Assist for a tow. The HAVEN II was towed to Pittsburg by Vessel Assist where the owner is planning to have it hauled out of the water. No sheen was observed by STA Vallejo's boat crew. The damage to the fuel barge was minimal, and according to the tug on-scene, the barge had no cargo. The Duty Marine Inspector examined the barge and determined no damage was sustained. Case closed.

Marine Casualty - CO2 System, T/V GOLDEN STATE (18 May): While docked at BP Richmond, vsl reported nine CO2 cylinders discharged into the engine room. CG marine inspectors and investigators along with Global Fire attended the vsl to determine cause for release and make repairs. On May 25, the duty marine inspector attended with Global Fire and conducted tests on the fire suppression system. ABS verified repairs. Case closed 25 May.

Marine Casualty - Life Saving Equipment, T/V SEAMASTER (21 May): While preparing to conduct a load test on its portside lifeboat, the onboard release wire parted. ABS submitted a class survey indicating repairs had been made and the vsl departed May 23. Case closed.

Marine Casualty - Loss of Propulsion, M/V NEW BARONESS (31 May): Sector Command Center received notification that the vsl was experiencing problems with its Automatic Start System in the pilot house. The pilot onboard requested a tug escort to Crockett, however, during transit, vsl experienced a loss in propulsion due to a stuck valve on the #4 air start cylinder and a low engine alarm resulting from the ball float for the lubricator system being stuck. Vsl was directed to Anchorage 8 to affect repairs. June 2, Sector SF received a class report verifying repairs had been completed. Case closed.

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

Nothing Significant to Report

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

Port Safety - COTP Order, T/V OMEGA LADY SARAH (27 May): COTP order directing the vsl to remain at Anchorage 9 due to the IGS system being inoperative. Repairs were verified on May 29 and the COTP order was lifted Case closed.

Port Safety - COTP Order, M/V GENCO CHARGER (27 May): COTP order was issued for a CO2 leak into the CO2 room, the vsl was directed to remain at Schnitzer Steel until repairs were verified. On May 29, vsl agent faxed a report verifying all repairs have been made. Case closed.

General Safety - Rule 9 Violation, S/V LA PAVONI (30 May): The Vessel Traffic Service reported a Rule 9 violation by the S/V La Pavoni which was located south of the Eastern Span of the Bay Bridge and had impeded the safe navigation of two deep draft vessels. The M/V MOL PARADISE and the M/V INDIANA HIGHWAY. SCC launched Sta SF. Sta SF performed a 4100 boarding and found several discrepancies, including an expired registration. The vsl owners were informed that they had violated Rule 9 of the Inland Navigation Rules and their information was taken. Case pends.

* **D. COAST GUARD - NAVIGATIONAL SAFETY**

Navigation Safety - LOD AIS, M/V HUMBOLDT EXPRESS (04 May): Vsl was issued an inbound LOD for a malfunctioning AIS. At 1500, a tech report was received stating that the AIS was functioning properly and the LOD was lifted on the same day.

Navigation Safety - LOD Inop 3 cm Radar, M/V SUMANA NAREE (22 May): Vsl was granted an inbound LOD for an inoperative 3 cm radar. Vsl was directed to proceed to the Port of Stockton during daylight hours with a pilot onboard, however, a leaking cylinder in the main engine forced the vsl into Anchorage 9. A COTP order was issued to the vsl to remain at Anchorage 9 until repairs were complete. A class survey was submitted on May 25 verifying engine repairs. On May 30, the LOD was rescinded after a tech report was received verifying repairs to the 3cm radar. Case closed.

**SIGNIFICANT INCIDENT MANAGEMENT DIVISION (IMD) CASES:**

None

**SIGNIFICANT PORT SAFETY INFORMATION or EXERCISES**

None
In May the clearinghouse called OSPR one time regarding a possible escort violations.

In May the clearinghouse did not receive any notifications of any vessels arriving at the Pilot Station without escort paperwork.


In May there were 113 tank vessels arrivals; 6 Chemical Tankers, 11 Chemical/Oil Tankers, 26 Crude Oil Tankers, 3 LPG’s, 26 Product Tankers, and 41 tugs with barges.

In May there were 322 total arrivals.
## San Francisco Bay Region Totals

<table>
<thead>
<tr>
<th></th>
<th>2008</th>
<th>2008</th>
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<tbody>
<tr>
<td>Tanker arrivals to San Francisco Bay</td>
<td>72</td>
<td>79</td>
</tr>
<tr>
<td>Barge arrivals to San Francisco Bay</td>
<td>41</td>
<td>39</td>
</tr>
<tr>
<td>Total Tanker and Barge Arrivals</td>
<td>113</td>
<td>118</td>
</tr>
<tr>
<td>Tank ship movements &amp; escorted barge movements</td>
<td>369</td>
<td>333</td>
</tr>
<tr>
<td>Tank ship movements</td>
<td>210</td>
<td>232</td>
</tr>
<tr>
<td>Escorted tank ship movements</td>
<td>98</td>
<td>101</td>
</tr>
<tr>
<td>Unescorted tank ship movements</td>
<td>112</td>
<td>131</td>
</tr>
<tr>
<td>Tank barge movements</td>
<td>159</td>
<td>101</td>
</tr>
<tr>
<td>Escorted tank barge movements</td>
<td>72</td>
<td>40</td>
</tr>
<tr>
<td>Unescorted tank barge movements</td>
<td>87</td>
<td>61</td>
</tr>
</tbody>
</table>

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

### Escorts reported to OSPR

<table>
<thead>
<tr>
<th></th>
<th>2008</th>
<th>2008</th>
</tr>
</thead>
<tbody>
<tr>
<td>Escorts reported to OSPR</td>
<td>1</td>
<td>0</td>
</tr>
</tbody>
</table>

### Movements by Zone

<table>
<thead>
<tr>
<th></th>
<th>Zone 1</th>
<th>%</th>
<th>Zone 2</th>
<th>%</th>
<th>Zone 4</th>
<th>%</th>
<th>Zone 6</th>
<th>%</th>
<th>Total</th>
<th>%</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total movements</td>
<td>226</td>
<td>349</td>
<td>0</td>
<td>161</td>
<td>736</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Unescorted movements</td>
<td>116</td>
<td>51.33%</td>
<td>189</td>
<td>54.15%</td>
<td>0</td>
<td>0.00%</td>
<td>80</td>
<td>49.69%</td>
<td>385</td>
<td>52.31%</td>
</tr>
<tr>
<td>Tank ships</td>
<td>77</td>
<td>34.07%</td>
<td>112</td>
<td>32.09%</td>
<td>0</td>
<td>0.00%</td>
<td>35</td>
<td>21.74%</td>
<td>224</td>
<td>30.43%</td>
</tr>
<tr>
<td>Tank barges</td>
<td>39</td>
<td>17.26%</td>
<td>77</td>
<td>22.06%</td>
<td>0</td>
<td>0.00%</td>
<td>45</td>
<td>27.95%</td>
<td>161</td>
<td>21.88%</td>
</tr>
<tr>
<td>Escorted movements</td>
<td>110</td>
<td>48.67%</td>
<td>160</td>
<td>45.85%</td>
<td>0</td>
<td>0.00%</td>
<td>81</td>
<td>50.31%</td>
<td>351</td>
<td>47.69%</td>
</tr>
<tr>
<td>Tank ships</td>
<td>66</td>
<td>29.20%</td>
<td>93</td>
<td>26.65%</td>
<td>0</td>
<td>0.00%</td>
<td>37</td>
<td>22.98%</td>
<td>196</td>
<td>26.63%</td>
</tr>
<tr>
<td>Tank barges</td>
<td>44</td>
<td>19.47%</td>
<td>67</td>
<td>19.20%</td>
<td>0</td>
<td>0.00%</td>
<td>44</td>
<td>27.33%</td>
<td>155</td>
<td>21.06%</td>
</tr>
</tbody>
</table>

**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 Region Totals

<table>
<thead>
<tr>
<th>Movement Description</th>
<th>2008</th>
<th>2009</th>
</tr>
</thead>
<tbody>
<tr>
<td>Tanker arrivals to San Francisco Bay</td>
<td>358</td>
<td>769</td>
</tr>
<tr>
<td>Barge arrivals to San Francisco Bay</td>
<td>225</td>
<td>474</td>
</tr>
<tr>
<td>Total Tanker and Barge Arrivals</td>
<td>583</td>
<td>1,243</td>
</tr>
<tr>
<td>Tank ship movements &amp; escorted barge movements</td>
<td>1,967</td>
<td>4,045</td>
</tr>
<tr>
<td>Tank ship movements</td>
<td>1,110</td>
<td>2,417</td>
</tr>
<tr>
<td>Escorted tank ship movements</td>
<td>523</td>
<td>1,143</td>
</tr>
<tr>
<td>Unescorted tank ship movements</td>
<td>587</td>
<td>1,274</td>
</tr>
<tr>
<td>Tank barge movements</td>
<td>857</td>
<td>1,628</td>
</tr>
<tr>
<td>Escorted tank barge movements</td>
<td>389</td>
<td>712</td>
</tr>
<tr>
<td>Unescorted tank barge movements</td>
<td>468</td>
<td>916</td>
</tr>
</tbody>
</table>

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

### Escorts reported to OSPR

<table>
<thead>
<tr>
<th>Zone</th>
<th>Unescorted</th>
<th>Escorted</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Zone 1</td>
<td>579 (49.15%)</td>
<td>380 (32.26%)</td>
<td>1,178</td>
</tr>
<tr>
<td>Zone 2</td>
<td>1,003 (53.58%)</td>
<td>581 (31.04%)</td>
<td>1,872</td>
</tr>
<tr>
<td>Zone 3</td>
<td>0 (0.00%)</td>
<td>0 (0.00%)</td>
<td>0</td>
</tr>
<tr>
<td>Zone 4</td>
<td>0 (0.00%)</td>
<td>0 (0.00%)</td>
<td>0</td>
</tr>
<tr>
<td>Zone 5</td>
<td>446 (50.62%)</td>
<td>206 (23.38%)</td>
<td>652</td>
</tr>
<tr>
<td>Zone 6</td>
<td>50.62%</td>
<td>206 (23.38%)</td>
<td>861</td>
</tr>
<tr>
<td>Total</td>
<td>50.62%</td>
<td>206 (23.38%)</td>
<td>861</td>
</tr>
</tbody>
</table>

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.
CALIFORNIA STATE LANDS COMMISSION

HARBOR SAFETY COMMITTEE MONTHLY REPORT - MAY COMPARISON

VEssel TRANSFERS

<table>
<thead>
<tr>
<th></th>
<th>Total Transfers</th>
<th>Total Vessel Monitors</th>
<th>Total Transfer Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>MAY 1 - 31, 2008</td>
<td>277</td>
<td>142</td>
<td>51.26</td>
</tr>
<tr>
<td>MAY 1 - 31, 2009</td>
<td>241</td>
<td>125</td>
<td>51.87</td>
</tr>
</tbody>
</table>

CRUDE OIL / PRODUCT TOTALS

<table>
<thead>
<tr>
<th></th>
<th>Crude Oil (D)</th>
<th>Crude Oil (L)</th>
<th>Overall Product (D)</th>
<th>Overall Product (L)</th>
<th>GRAND TOTAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>MAY 1 - 31, 2008</td>
<td>15,387,000</td>
<td>22,533,350</td>
<td>12,028,695</td>
<td></td>
<td>34,562,045</td>
</tr>
<tr>
<td>MAY 1 - 31, 2009</td>
<td>13,404,108</td>
<td>0</td>
<td>20,901,008</td>
<td>11,127,352</td>
<td>32,028,360</td>
</tr>
</tbody>
</table>

OIL SPILL TOTAL

<table>
<thead>
<tr>
<th></th>
<th>Terminal</th>
<th>Vessel</th>
<th>Facility</th>
<th>Total</th>
<th>Gallons Spilled</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>0</td>
<td>2</td>
<td>0</td>
<td>2</td>
<td>1 gal / Other</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>5 gal / Gasoline</td>
</tr>
<tr>
<td>MAY 1 - 31, 2008</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>5 gal / Gasoline</td>
</tr>
<tr>
<td>MAY 1 - 31, 2009</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td></td>
</tr>
</tbody>
</table>

***Disclaimer:
Please understand that the data is provided to the California State Lands Commission from a variety of sources; the Commission cannot guarantee the validity of the data provided to it.
Purpose and Scope

► Develop a common communications process that can be used by the Port of Oakland tenant group.

► Provide Port of Oakland Emergency Responders with detailed information to facilitate immediate and efficient response to the marine terminals.

► Provide a template for other ports so Oakland BMP’s can be expanded to other waterfront facilities in other Ports/Cities.
Oakland Marine Terminal Emergency Communications BMP’s

**Mission Statement**

► To develop a common communications process that can be used throughout the Port of Oakland tenant group.

► To assist the Emergency Responders to quickly become familiar with the facilities for immediate response.

► To develop a way these concepts can be expanded outside the waterfront facilities and to other Port/City businesses.
How are we to accomplish this:

► Create Emergency phone procedures that can be used in highly charged situations. Keep them simple but with the proper information and contacts to advise the Emergency responders of all relevant information.

► Create the procedures for specific emergencies with the relevant contacts for each (Fire, HAZMAT, Person in the Water, and Injury/Heart Attack, etc.).

► As each of the waterfront facilities are somewhat different, the generic document templates should be in a fashion that can be amended to any operation.

► Create a easy to use map for all Emergency responders so that they are clear as to where to enter the facility. What to expect when they arrive. And what secondary responders can also expect when they arrive.

► Create and advise what response requirements are expected at each facility to prepare for arriving Emergency responders (Blue Light, Personnel at the entrance, etc.).
Emergency Maps:

► Overview of each facility showing boundaries, entrances and location information..

► Contact information for the facility including address, berth, facility name, and personnel.

► Posted fire hydrant information.
Oakland Marine Terminal Emergency Communications BMP’s

APL - American President Line
1579 Middle Harbor Road
(AKA: EMS, Eagle Marine Services, GGC, Golden Gateway Central... see Page 10)

Fire Hydrant locations are marked on the facility light poles at each location

Main Gate
1579 Middle Harbor Rd

Look for Flashing Blue Light

Admin Building

Roundhouse Area

Access gate for Roundhouse Area

Berth 60

Berth 61

Berth 62

Berth 63

Terminal Manager - Steve Hessenauer - Cell Phone 510-757-3232
Facility Security Officer (FSO) - Jack Murphy - Cell phone - 510-774-8375
Security Main Gate - 510-272-3910
Emergency Maps:

- The maps must also have a relevant listing of AKA names of facilities. As persons who may be calling the Emergency responders may use old, or obsolete names of the facilities, the Emergency responders must be able to cross reference these names to the currently named facility (ie: SeaLand is now called APM Terminals).

- This information should be listed on the map as well as a reference guide.

- These maps must be made in both printed format (for those responders without vehicle mounted computer terminals), and PDF for those with onboard computers.
## Oakland Marine Terminal Emergency Communications BMP’s

### Alias Listing Matrix

Listing the AIS designation for USCG response.

The current facility name as designated in the Port of Oakland maps.

The corresponding berth(s) information.

Any other alias name used in the stevedoring industry.

<table>
<thead>
<tr>
<th>Current Name</th>
<th>Page</th>
<th>Berth(s)</th>
<th>AKA Name(s)</th>
<th>AIS</th>
</tr>
</thead>
<tbody>
<tr>
<td>APL Terminal</td>
<td>3</td>
<td>60, 61, 62, 63</td>
<td>Eagle Marine Services, Foot of Aide Ave</td>
<td>US OAK 92-43</td>
</tr>
<tr>
<td>OCT (Oakland International Container Terminal)</td>
<td>4</td>
<td>57, 58, 59</td>
<td>SSAT, SSA, THT</td>
<td>US OAK 57-59</td>
</tr>
<tr>
<td>OAKV (Oakland Intermodal)</td>
<td>5</td>
<td>55, 56</td>
<td>TIH Intermodal, Inc (TIH)</td>
<td>US OAK 55, 56</td>
</tr>
<tr>
<td>OCE (Oakland Intermodal Container Terminal)</td>
<td>6</td>
<td>35, 36, 37</td>
<td>Seattle Transportation Services, 7Th Street</td>
<td>US OAK 35, 36, 37</td>
</tr>
<tr>
<td>TfPav</td>
<td>7</td>
<td>30, 32</td>
<td>MOL Oshkosh dock, MOL</td>
<td>US OAK 30, 32</td>
</tr>
<tr>
<td>Transbay</td>
<td>8</td>
<td>21, 22, 23</td>
<td>OCE (Oakland Intermodal Container Terminal), 149 Street Berths 3 and 4</td>
<td>US OAK 21-23</td>
</tr>
<tr>
<td>APM Terminals</td>
<td>9</td>
<td>20, 21, 22, 23</td>
<td>APM Terminals, 149 Street Berths 3 and 4</td>
<td>US OAK 20-23</td>
</tr>
</tbody>
</table>

### Notes

- The AIS designations are used by the US Coast Guard for emergency communications.
- The current facility names are as listed in the Port of Oakland maps.
- Berth information is provided for specific terminals.
- Any other alias names used in the stevedoring industry are also listed.
Emergency Guidebook Job Aids:

► Specific information for each type of incident: Fire, Medical Response, HAZMAT, and Person in the Water.

► Information needed by the Emergency responders to properly and efficiently dispatch Fire/Police/USCG, etc.

► Clear easy to use instructions.
Oakland Marine Terminal Emergency Communications BMP’s

► Simple to use Job aids that can be formatted to each specific site.

---

### MEDICAL AND INJURY RESPONSE

If a person(s) on the facility requires emergency Medical treatment, the following recommended steps are to be taken:

1. Notify the Superintendent (or other Supervisory personnel).

2. Provide the following information:
   - Exact location and status of person(s) involved
   - Nature of injury
   - Conscious or unconscious

### PERSON IN THE WATER RESPONSE

If a person(s) in the water, the following recommended steps are to be taken:

1. Notify the Superintendent (or other Supervisory personnel).

2. Assign personnel to maintain visual contact with the person in the water (PNI).

3. Deploy all appropriate Emergency gear. This may include ROPS, UHIs, life preservers, and anchors. Activate emergency lighting and通报.

### FIRE RESPONSE

1. If a fire is detected on the facility, the following recommended steps are to be taken:

2. If the fire involves a building or structure, contact the Superintendent (or other Supervisory personnel). This may also involve communicating the emergency to occupied structures for safe evacuation of the buildings. This may be accomplished through installed “Fire Alarms”.

3. Assess situation and determine general area and extent of fire.
   - If fire is in the building, exit the building using appropriate exits. (DO NOT USE ELEVATOR OR D л
   - If fire is in the Container Yard, use Terminal Evacuation route.

### HAZMAT Response

Hazardous Material (HAZMAT) which in definition is any item or agent (biological, chemical, physical) which has the potential to cause harm to humans, animals, or the environment, either by itself or through interaction with other factors.

1. Immediately report to the Superintendent (or other Supervisory personnel).

2. Immediate action to be verified:
   - Verify specific incident area has been cleared and entry has been denied
   - Identify product in the Emergency Response Guide Book (by product name or UN#)
Oakland Marine Terminal Emergency Communications BMP’s

End Goal:

► Additional lives saved in our communities from better communications.

► Questions?

Thank you.
Oakland Marine Terminal Emergency Communications BMP’s

Where can we go from here:

► This process is written specifically for the Port of Oakland. It has contact information developed from direct talks with OFD, OPD, Cal-EMA, and the USCG.

► To use this process in the other Maritime ports (SF, Richmond, Benicia, Stockton, Sacramento, Redwood City, etc.), The documents and maps must reflect the proper contact information for those areas. This will require discussions with the Emergency responders in those areas.

► This process can be expanded beyond the scope of the Marine terminal waterfront. The person in the water process can be used in the marinas and yacht harbors in our neighboring communities (in Oakland as well as SF, Benicia, Alameda, etc.).
1. CORPS FY 2009 O&M DREDGING PROGRAM

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

a. **Main Ship Channel** – Dredging is completed. Scheduled to be surveyed next week.

b. **Richmond Outer Harbor (and Richmond Long Wharf)** – Dredging is scheduled for mid-June, with the Essayons. Disposal at the Alcatraz Disposal Site. No change.

c. **Richmond Inner Harbor** – Dredging began last week, to -38 feet MLLW. Scheduled to be completed in early August.

d. **Oakland O & M Dredging** – Bids opened May 11 for dredging due to begin this July. No change.

e. **Suisun Bay Channel** – Dredging is now scheduled to begin August 31. Bullshead Shoal will be dredged with the Essayons, which is on its way to the site. Dredging should be complete by Saturday June 13.

f. **Pinole Shoal** - Dredging has begun. June 1. Advanced maintenance of up to two additional feet as part of the stimulus package will conducted as an add-on to the Suisun Bay Channel contract.

g. **Redwood City/San Bruno Shoal** – The Corps plans to dredge 100,000 cubic yards of material this September. Disposal is to be at Bair Island.

2. DEBRIS REMOVAL - The debris totals for May 2009: The Grizzly collected about 4.5 tons of debris (out of commission for a week); the Raccoon collected 12 tons during only 3 days underway.
<table>
<thead>
<tr>
<th></th>
<th>Grizzly</th>
<th>Racoon</th>
<th>Other</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>June</td>
<td>2.00</td>
<td>11</td>
<td></td>
<td>13</td>
</tr>
<tr>
<td>July</td>
<td>0.00</td>
<td>10</td>
<td></td>
<td>10</td>
</tr>
<tr>
<td>August</td>
<td>0.00</td>
<td>11</td>
<td></td>
<td>11</td>
</tr>
<tr>
<td>September</td>
<td>26</td>
<td></td>
<td></td>
<td>26</td>
</tr>
<tr>
<td>October</td>
<td>20.50</td>
<td>5</td>
<td></td>
<td>27</td>
</tr>
<tr>
<td>November</td>
<td>5</td>
<td></td>
<td></td>
<td>5</td>
</tr>
<tr>
<td>December</td>
<td>12</td>
<td></td>
<td></td>
<td>12</td>
</tr>
<tr>
<td>Jan. 2009</td>
<td>25</td>
<td>15</td>
<td>5</td>
<td>45</td>
</tr>
<tr>
<td>Feb. 2009</td>
<td>2</td>
<td>6</td>
<td>2</td>
<td>12</td>
</tr>
<tr>
<td>March</td>
<td>26</td>
<td>25</td>
<td></td>
<td>51</td>
</tr>
<tr>
<td>April</td>
<td>11</td>
<td>15</td>
<td></td>
<td>26</td>
</tr>
<tr>
<td>May</td>
<td>4.5</td>
<td>12</td>
<td></td>
<td>17</td>
</tr>
<tr>
<td>Totals</td>
<td>90.00</td>
<td>156.00</td>
<td>7.00</td>
<td>255</td>
</tr>
</tbody>
</table>

3. UNDERWAY OR UPCOMING HARBOR IMPROVEMENTS

**Oakland 50-ft Deepening Project** – The Outer Harbor deepening has been completed. The Inner Harbor deepening is still on-going and is scheduled to be completed this fiscal year. A survey of the Outer Harbor is scheduled for the week of June 22, 2009.

4. EMERGENCY (URGENT & COMPELLING) DREDGING

There has been no emergency dredging in FY 2009.

5. OTHER WORK

a. **San Francisco Bay to Stockton**  The project team conducted two very successful public scoping meetings - on March 26 and April 2, co-hosted by local sponsors Port of Stockton and Contra Costa County Water Agency. This project is moving forward. **No change.**

b. **Sacramento River Deep Water Ship Channel Deepening**  FY 2008 money will be carried over to FY 2009 and used for continued testing and disposal site evaluation. **No change.**

6. HYDROGRAPHIC SURVEY UPDATE

Address of Corps’ web site for completed hydrographic surveys.

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

Main Ship Channel: Survey completed in January 2009 has been posted.
Pinole Shoal: Condition surveys completed in March 2009 have been posted.
Suisun Bay Channel, New York Slough: Surveys completed in March 2009 have been posted.
Bull’s Head Channel: **June 3, 2009 survey has been posted.**
Redwood City: Survey completed in May 2009 has been posted.
San Bruno Shoal: Surveys completed in May 2009 have been posted.  
Oakland Entrance Channel and Inner Harbor: Surveys completed in March 2009 have been posted.  
Brooklyn Basin South Channel (Inner Harbor) - Surveys completed in March 2009 have been posted.  
Oakland Outer Harbor: Surveys completed in March 2009 have been posted.  
Southampton Shoal and Richmond Long Wharf: Surveys completed in January 2009 have been posted.  
Richmond Inner Harbor: Surveys completed in January 2009 have been posted.  
North Ship Channel: Surveys completed April 2009 have been posted.  
San Leandro Marina: Surveys completed in January 2008 have been posted.  
San Rafael Creek and San Rafael Across the Flats: Surveys completed April and May 2009 have been posted.  
Larkspur Ferry Terminal: Surveys completed in July 2008 have been posted.  
Mare Island Strait Channel: Surveys completed in August 2008 have been posted.  
Alameda Naval Station Survey (Alameda Point Navigation Channel): Survey completed in May 2009 has been posted.  
Disposal Site Condition Surveys:  
SF-09 (Carquinez) and SF-10 (San Pablo Bay) January 2009 surveys have been posted.  
SF-11 (Alcatraz): The June 2009 survey has been posted. This survey indicates the depth on the south side of the disposal site is now at -30.4 feet MLLW (-30 in May); indicating continuing dispersion of sediment.
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2. DEBRIS REMOVAL - The debris totals for May 2009: The Grizzly collected about 4.5 tons of debris (out of commission for a week); the Raccoon collected 12 tons during only 3 days underway.
3. UNDERWAY OR UPCOMING HARBOR IMPROVEMENTS

**Oakland 50-ft Deepening Project** – The Outer Harbor deepening has been completed. The Inner Harbor deepening is still on-going and is scheduled to be completed this fiscal year. A survey of the Outer Harbor is scheduled for the week of June 22, 2009.

4. EMERGENCY (URGENT & COMPELLING) DREDGING

There has been no emergency dredging in FY 2009.

5. OTHER WORK

a. **San Francisco Bay to Stockton**  The project team conducted two very successful public scoping meetings - on March 26 and April 2, co-hosted by local sponsors Port of Stockton and Contra Costa County Water Agency. This project is moving forward. **No change.**

b. **Sacramento River Deep Water Ship Channel Deepening**  FY 2008 money will be carried over to FY 2009 and used for continued testing and disposal site evaluation. **No change.**

6. HYDROGRAPHIC SURVEY UPDATE

Address of Corps’ web site for completed hydrographic surveys.

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

Main Ship Channel: Survey completed in January 2009 has been posted.
Pinole Shoal: Condition surveys completed in March 2009 have been posted.
Suisun Bay Channel, New York Slough: Surveys completed in March 2009 have been posted.
Bull’s Head Channel: June 3, 2009 survey has been posted.
Redwood City: Survey completed in May 2009 has been posted.
San Bruno Shoal: Surveys completed in May 2009 have been posted.
Oakland Entrance Channel and Inner Harbor: Surveys completed in March 2009 have been posted.
Brooklyn Basin South Channel (Inner Harbor) - Surveys completed in March 2009 have been posted.
Oakland Outer Harbor: Surveys completed in March 2009 have been posted.
Southampton Shoal and Richmond Long Wharf: Surveys completed in January 2009 have been posted.
Richmond Inner Harbor: Surveys completed in January 2009 have been posted.
North Ship Channel: Surveys completed April 2009 have been posted.
San Leandro Marina: Surveys completed in January 2008 have been posted.
San Rafael Creek and San Rafael Across the Flats: Surveys completed April and May 2009 have been posted.
Larkspur Ferry Terminal: Surveys completed in July 2008 have been posted.
Mare Island Strait Channel: Surveys completed in August 2008 have been posted.
Alameda Naval Station Survey (Alameda Point Navigatio Chanel): Survey completed in May 2009 has been posted.
Disposal Site Condition Surveys:
   SF-09 (Carquinez) and SF-10 (San Pablo Bay) January 2009 surveys have been posted.
   SF-11 (Alcatraz): The June 2009 survey has been posted. This survey indicates the depth on the south side of the disposal site is now at -30.4 feet MLLW (-30 in May); indicating continuing dispersion of sediment.