



of the San Francisco Bay Region

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

## DRAFT MINUTES

### HARBOR SAFETY COMMITTEE OF THE SF BAY REGION

Thursday, July 11, 2002

Port of Richmond, Harbor Master's Office, 1340 Marina Way South, Richmond, CA

**Capt. Grant Stewart**, American Ship Management, called the public meeting to order at 10:00 and welcomed those in attendance. The Secretariat confirmed the presence of a quorum. The following committee members or alternates were in attendance. **Len Cardoza**, Port of Oakland; **John Davey**, Port of San Francisco; **Tom Wilson**, Port of Richmond; **Nancy Pagan**, Port of Benicia; **Margot Brown**, National Boating Federation; **Doug Lathrop**, ChevronTexaco; **Stuart McRobbie**, SeaRiver Maritime; **Margaret Reasoner**, Crowley Maritime Services; **Scott Merritt**, Foss Maritime; **Kathy Zagzebski**, The Marine Mammal Center; **Capt. Eric Dohm** (alternate for Capt. Larry Teague), San Francisco Bar Pilots; **Joan Lundstrom**, Bay Conservation and Development Commission. Also present were U. S. Coast Guard representatives **LCDR John Caplis** (MSO) and **CDR David Kranking** (VTS); U. S. Army Corps of Engineers representative, **David Dwinnell**; OSPR representative, **Al Storm**; NOAA representatives, **LCDR Mike Gallagher** and **CDR Steve Thompson**; and Marine Exchange/Clearinghouse representative, **Lynn Korwatch**. In addition, more than twenty representatives of the maritime community and interested public were present.

The following corrections were made to the minutes of the 6-13-02 meeting. **M. Brown**: Page 1; spelling of Margot, Leverich, and LUCHENBACHH; and page 2, line 15, replace 'emphasis' with emphasize. **D. Lathrop**: State Lands Commission Report, page 3; The Customer Service Meeting in Hercules is scheduled for July 31, 2002. **L. Cardoza**: Page 3; line 6 should read "The Port of Oakland requested and the COE received all the funds necessary to complete the dredging and the Congress and President expect the COE to maintain 42'". MOTION by **E. Dohm**, seconded by **J. Davey**, to "approve the minutes of the 6-13-02 meeting as corrected." Motion passed with one abstention, **J. Lundstrom**.

**USCG COTP'S REPORT, J. Caplis**. (1) A written report of port operations statistics for pollution response and investigations and significant port safety events for the period June 1, 2002 through June 30, 2002 is made a part of these minutes. (2) At the June meeting, **Capt. Larry Hereth** gave an extensive briefing on the LUCHENBACH clean-up underway. Twenty locations on the vessel have been identified as having oil in tanks or open spaces. Cargo has to be moved to get to some of these areas, which is very time consuming. The CG is struggling with being steward of both the environment and public funds. The temperature is 45° so the oil is very viscous. The CG must evaluate options and determine at what point to terminate the effort.

**CLEARINGHOUSE REPORT, A. Steinbrugge**. A written report with statistics for the month of June, 2002 is made a part of these minutes. There were no calls to OSPR in June regarding

escort tugs, but one regarding an inbound vessel without the required paperwork. There have been no calls regarding escort vessels in 2002, versus six in 2001 and five in 2000.

**OSPR REPORT, A. Storm.** (1) The formal announcement regarding the opening on the HSC for the position of tanker representative was distributed and will be mailed with the HSC meeting packet for August. Hopefully, the new member will be sworn in at the September meeting. In the meantime **D. Lathrop** will sit in that capacity. (2) **LUCHENBACH.** 2,000 oiled birds have been picked up since 11-24-01. Of that number, one in seven has survived. Since 6-28-02, there have been approximately 150 birds, with one in six surviving. (3) For non-tank vessels over 300 gross tons that have filed contingency plans, the requirement for salvage and firefighting compliance has been delayed for 120 days. The state is waiting to see what the CG is doing. If there are no CG regulations by then, the state will go with the state regulations as drafted.

**NOAA REPORT, S. Thompson.** The NOAA Nautical Chart Division has released another electronic nautical chart (ENC) for the San Francisco area. The latest release is Chart 18660, San Joaquin River, Antioch to Medford Island, at a scale of 1:20,000. There are now eight ENC's for the SF area. Question: Do users need a special program to download electronic charts? **S. Thompson:** The charts are downloadable from the NOAA website and can be run on any software package that is capable of displaying IHO S-57 charts. Free shareware can be found on the web by searching for "s-57 chart shareware". But the best programs cost a lot. I use MapInfo. The NOAA website for the ENC's is: <http://chartmaker.ncd.noaa.gov/mcd/enc/download.htm>.

**COE REPORT, D. Dwinell.** (1) **D. Dwinell** introduced **Roger Goldman**, Project Management Group. (2) The text of the COE Report is made a part of these minutes. (3) **L. Cardoza** encouraged the COE to expedite federal O&M contracts in order to execute all funding for the fiscal year. **D. Dwinell:** To some extent that is dependent on getting information back from contractors. Question: The COE report included a number of projects. Have more funds been allocated? **L. Cardoza:** No. There is still money that has been designated for SF Bay Area projects, but it will be reprogrammed to other areas if it isn't used here. It is important to execute on schedule; to have a schedule and stick to it. **E. Dohm:** The Pilots just received Suisun Bay surveys yesterday. Two critical areas were missed, Bulls Head Channel and Pt. Edith Range. There is less water in Bulls Head Channel than before the dredging project. The Pilots offered to sit down with the COE to provide input into designating priority areas for dredging, but that didn't happen. The scope of the survey was too narrow in Bulls Head Channel. Shoaling in the center of the tanker channel was missed. The Pilots would like to see the quarterly surveys in Bulls Head Channel extend from the UPRR Bridge to the Avon Terminal to give a better assessment of the shoaling. **D. Dwinell** will take these concerns back to the COE. Question: What is the status of the post-dredge survey for Richmond Outer Harbor and Southampton Shoal? **D. Dwinell** will check and get back to the questioner. Question: What is project depth for Richmond Inner Harbor? **D. Dwinell:** 38'. Question: What is the project status for Pinole Shoal Channel? It still isn't down to project depth and hasn't been for five years. **D. Dwinell:** No dredging is scheduled for this year. **E. Dohm:** That area could be at project depth with limited dredging. The COE declined to dredge because of the regulatory process and perceived gain. **D. Dwinell:** The equipment is only available for a limited time. **E.**

**Dohm:** Which makes it all the more important to get input from users on the most critical places to dredge.

**STATE LANDS COMMISSION REPORT, K. Leverich** (1) A pipeline leak in the past month occurred in a 49-year old pipe damaged by corrosion. The pipe had been hydro-tested a year ago, which could be an indication that this may not be the best test. The Commission conducted one annual, two spot and three security inspections, as well as monitoring 125 oil transfers. (2) The Security Regulation Technical Advisory Committee will meet on 7-18-02. (3) Beginning 7-22-02, State Lands will begin a two-week period assisting **George Smith** of the Smithsonian Institute on a ballast water-sampling project. (4) State Lands has scheduled a Customer Service Meeting in Hercules on 7-31-02. (5) The state is looking for new office space for State Lands, ideally nearby, for a move in the next two years. Question: Is the ballast water study part of SB 703 or a Port of Oakland initiative? **L. Cardoza:** It is part of the mitigation for the 50' project and the new marine terminals project. The study will look at various treatment options on board, offshore and at the terminals. Question: Will this be a voluntary program for vessels? **K. Leverich:** Yes. **T. Wilson:** We have a ballast water solution here. Cargil Salt has bittern, which, when put in salt water, kills everything.

**LETTER TO ARMY COE ON DREDGING.** The draft letter, directed to LTC Timothy O'Rourke, regarding 'Fiscal Year 2002 Federal Channel Maintenance Dredging' was distributed for discussion.

"The Harbor Safety Committee (HSC) is concerned about the delay in the contract to perform Federal channel maintenance dredging, for the Port of Oakland's Entrance, Inner, and Outer Harbor channels. The Corp Representative at its June 13<sup>th</sup> meeting, advised the HSC that the work to perform Oakland Harbor Federal Channel maintenance dredging has been delayed until mid-August, 2002.

The Corps of Engineers announced that dredging was complete for Oakland Harbor at the HSC meeting on December 13, 2001. Unfortunately, Oakland Harbor Federal channel maintenance dredging remains incomplete. It has been reported to the HSC that areas of the Entrance, Outer, and Inner Harbors appear to be shoaling further above the soundings indicated on the pre-dredge survey dated September 4, 2001.

Shoaling of Federal channels can result in potential problems for vessel navigation safety. Sediment accretion is a dynamic process. Federal channels are designed to be operated at their authorized depths. Shoaled areas can and do change dramatically, based on accretion rates, current velocities, and wheel wash, among other factors.

The HSC is particularly concerned that this significant schedule slip will push Federal Channel maintenance dredging, for a number of projects in the San Francisco Bay Area, towards the end of the calendar year. The successful execution of the Bay Area's Federal channel maintenance dredging program will

be placed in jeopardy. This will repeat the situation in the fall of 2001, where several projects were delayed until the end of the year.

The HSC requests that the Federal Channel maintenance dredging, including Oakland Harbor, be completed as originally scheduled by the Corp. The HSC requests the Corps continue periodic condition surveys in order to identify and execute unscheduled (emergency) maintenance dredging, as required for safe navigation in San Francisco Bay and ports.

Thank you for your immediate attention to this matter. I look forward to continuing the positive partnership with San Francisco District, Corps of Engineers and the HSC on all issues relating to safe navigation in the San Francisco Bay Area.

cc: Senator Dianne Feinstein, Senator Barbara Boxer, Representative Barbara Lee, Representative Ellen Tauscher, Cynthia Nielsen and Arijis Rakstins”

**L. Cardoza**: Throughout ‘Corp’ should be ‘Corps’. **E. Dohm**: Does the HSC want to send a letter specific to the Port of Oakland since it is a Bay Area problem? The Oakland problem may be solved before the letter arrives. **L. Cardoza**: The intent was to address the general problem and fix existing problems, using the Port of Oakland as an example of the problem. With the imminent change of leadership at SF District COE headquarters, the HSC should go on record. The letter should be addressed to the incoming Commander of the district office, **Michael McCormick**. **M. Brown** agreed and suggested that paragraph two be eliminated entirely. It is specific to Oakland and detracts from the emphasis on the general problem. **J. Lundstrom**: So the letter won’t be put aside when the Oakland problem is solved, the letter should open with paragraph three. **L. Cardoza** concurred with both suggestions. MOTION by **M. Brown**, seconded by **J. Lundstrom**, to “send the letter as amended.” Motion passed unanimously.

**NAVIGATION WORKGROUP REPORT, E. Dohm**. **E. Dohm** reported that he has been trying to contact the Sacramento District Office of the COE to get survey information in the same electronic format as it is received from the SF District Office, which is much more efficient and timely. With summer vacations, that has been hard. The SF District has been studying the potential for putting the electronic charts now sent to the pilots on a public website.

**UNDERWATER ROCKS WORKGROUP REPORT, L. Cardoza**. (1) **L. Cardoza** welcomed **Roger Golden**, who he stated has been the manager of many successful projects in the area, including the Oakland 42’ project. (2) Oakland’s 50’ project is on track and on budget. On 6-28-02, essayons added 6” of draft taking the channel to 40.9’. It should be 42’. (3) COE SF District change of command will be held on 7-17-02 and **LTC Timothy O’Rourke** will go to the Pentagon. (4) COE **Deputy Chief Major General Van Winkle**, second in command in Washington, DC, will be in the Bay Area 7-23-02 for a tour and briefing on local projects. (5) Two days ago the House Sub-Committee on Energy and Water increased the appropriation for the Port of Oakland project to \$50 million, from the \$5 million in the President’s budget. O&M is funded at the requested \$12 million level. (6) The full report of the Underwater Rocks Workgroup is made a part of these minutes. Question: How much money has been spent on the

rocks so far? **L. Cardoza/D. Dwinell**: Don't know. **L. Cardoza** will give a financial report at the next HSC meeting.

**FERRY OPERATIONS WORKGROUP REPORT, N. Pagan**. **N. Pagan** reported that **M. Beatie** advises that the Bay Area Ferry Operators met on 7-2-02 to discuss fog protocols. The Vallejo group was not able to attend, so another meeting has been scheduled. After that, they will go to the CG for final approval.

**PREVENTION THROUGH PEOPLE WORKGROUP, M. Brown**. The workgroup has scheduled a meeting for 7-24-02, which may need to be changed to a later date. The MX will be advised of any change.

**TUG ESCORT WORKGROUP REPORT, J. Lundstrom**. The workgroup met on 6-19-02 at State Lands in Hercules. They are wrestling with the issue of escorts for vessels carrying dangerous cargo. It is difficult to address definitions of 'dangerous cargo' and 'quantities'. It is important to determine how many vessels in the bay come under the definition of 'chemical tanker'. The MX will compile recent data on the number of vessels, whether they are the same or different, their destinations, whether they have more than their share of propulsion and steering failures, how many COTP orders there have been for these vessels over the past two years, and what cargoes are being carried in what quantities. It would take state legislation to require escorts on vessels carrying hazardous cargoes and, before moving forward, the workgroup wants an idea of how that would impact the trade. **John Berge**, Pacific Merchant Shipping Association, will attend the next workgroup meeting on 8-27-02. A number of years ago, the HSC voted to go on record that vessels carrying dangerous cargo should have escorts, now it is time to address the reality.

**HARBOR SAFETY PLAN ANNUAL REVIEW, S. Merritt**. This can be removed from the agenda until February, 2003.

**PORTS FUNDING WORKGROUP, S. Merritt**. The MX white paper should be on the street next week and then the workgroup will schedule a meeting.

**PORTS REPORT, A. Steinbrugge**. Caltrans powered down on support 10 late last week. NOAA will install the experimental side-looker in August. The Oakland wind sensor is not functioning. The tower was cut in two and is laying on the ground. **A. Steinbrugge** is trying to get it up with spare parts. The Oakland current meter is lost and **A. Steinbrugge** will be looking for it with a boat next week. **M. Gallagher**. With lots of cooperation from Caltrans, NOAA successfully tested a microwave air draft sensor installed on the Oakland-Bay Bridge two weeks ago. The data is good.

**OLD BUSINESS**. (1) **L. Korwatch**: A Northern California MTS Group is in the formation process. Southern California has a viable committee that has identified issues and funding concerns. The No. Cal. Group will address issues of security, safety, infrastructure, competitiveness and the environment. When these two groups have completed their work, it will be forwarded to the California Congressional delegation to proceed. The next meeting of the No. Cal. MTS is scheduled for 7-18-02 at the Port of Oakland at 1000. The Port of Oakland will

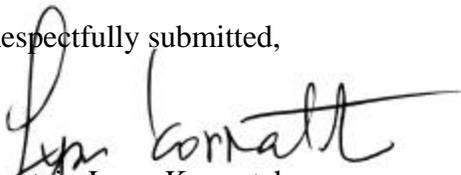
sponsor lunch for this meeting, so RSVP to **L. Korwatch** if you plan to attend. (2) **D. Kranking**: The Carquinez closures concluded what was a very smooth operation. Any feedback should go to VTS for future operations. The contractor scheduled thirty days closure, four hours per day, to string fourteen strands of cable for a footbridge for workers. The work was completed in eight days. Beginning the fourth day, they strung two cables a day, and on the last day, three cables.

**NEW BUSINESS.** (1) **A. Storm**: For several years, all five HSCs have been asking OSPR for coordination between all the committees. So far, only a couple of sub-committees have met together. In order to foster information exchange, OSPR scheduled a meeting of all HSC chairs and secretariats last spring, primarily to introduce them to one another. The next meeting is scheduled for 9-9-02 in Long Beach, the day before the Prevention First Conference begins. **J. Lundstrom**: Representatives of the HSCs met regarding the annual plan review to get all plans into a similar format. Tug escort regulations should be as uniform as possible so that tanker companies don't have to meet completely different requirements in every California port. **A. Storm**: In terms of the regulations, OSPR has made a huge effort to bring LA/LB and SF into similarity, but a number of requirements will always be different because the areas are so different. SF has escort zones; LA/LB has shorter runs; SF has training and crewing standards that LA/LB is just starting to look at. **Joy Lavin Jones** is the person responsible for regulatory issues for both areas. Port Hueneme is a completely different situation, with only one tug company. They just recently got their first tractor tug and escort regulations are based on the length of a barge. **Pete Bonebakker** reported that he is on the committee in Puget Sound writing the standards of care regarding tug escorts. **Danny Ellis**, former Commander of VTS SF who regularly attended SF HSC meetings, is now COTP in Puget Sound. **J. Lundstrom** added that an LA/LB representative attended a Tug Escort Workgroup meeting to share information. (2) **M. Brown**: NAVSAC met in June in Portland, Maine. Of six resolutions proposed, four passed and two were tabled. Those that passed will become a part of these minutes. Resolution 02-06 is of particular importance: "Recognizing that the USCG's missions include many important functions in addition to homeland security; including maritime safety, pollution prevention, emergency preparedness and response and search and rescue; NAVSAC therefore recommends that any reorganization affecting the USCG not compromise other important missions." A parallel resolution was passed by the National Boating Federation.

The next meeting of the HSC will be held at 1000 hours at the Port of San Francisco on 8-8-02.

MOTION by **J. Lundstrom**, seconded by **M. Brown**, "to adjourn." Meeting adjourned without objection at 1115.

Respectfully submitted,



Captain Lynn Korwatch  
Executive Secretary

**USCG Marine Safety Office San Francisco Bay  
Port Operations Statistics  
For 1 to 30 June 2002**

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

<b>POLLUTION RESPONSE:</b>	<b>MSO</b>
<b>Total oil pollution incidents within San Francisco Bay for the month:</b>	<b>29</b>
▪ Source Identification; Discharges and Potential Discharges from:	
Deep Draft Vessels	0
Facilities (includes all non-vessel)	5
Military/Public Vessels	0
Commercial Fishing Vessels	1
Other Commercial Vessels	0
Non-Commercial Vessels (e.g. pleasure craft)	3
Unknown Source (as of the end of the month)	20
▪ Spill Volume:	
Unconfirmed	18
No Spill, Potential Needing Action	3
Spills < 10 gallons	6
Spills 10 to 100 gallons	2
Spills 100 to 1000 gallons	0
Spills > 1000 gallons	0

**Significant Cases:**

01 JUN – M/V Mare Phoenician lost propulsion while attempting to depart Oakland berth 67. Vessel came into contact with M/V General Tirona with minor damage (only paint scrapes were observed). COTP order was issued requiring repairs be made before departing. Vessel was repaired and propulsion failed a second time while getting underway. Repairs made, vessel failed test. Personnel from Los Angeles were flown in to effect repairs. Repairs were made and tests were passed. Vessel required to have a two tug escort out of port. COTP order was rescinded.

10 JUN – Tug Petaluma allided with the Black Point HWY Bridge. STA Carquinez reports major damage to bridge pivot, all aton operational. D11 Bridge Section noted that bridge is rarely used by trains. Operator of tug found minimal amount of damage to barge, none to the tug.

28 JUN - At International Matex Tank Terminals (IMTT) in the Richmond inner harbor, a bunker fuel oil pipeline located 1 ft underground developed a small leak causing about 40 gallons of product to spill into the ground and water. All the pipeline's valves were secured immediately. Facility hired Foss environmental and clean bay for oil cleanup and recovery. Facility contained the spill inside a harbor boom. Approximately 25 gallons of oily water mixture were recovered inside this boom. The leaking pipeline was dug up, cold cut, and capped to prevent any residual from sipping into the soil and water.

28 JUN - Received notification from Station Rio Vista that there were three boats involved in a fire. Two boats sank after fire was extinguished. One of the sunken boats discharged 200 gals of gasoline upon sinking. Owner of boats went to a local

hospital due to third degree burns. Sorbent boom was deployed by Sacramento yacht club downstream of sunken boat. No pollution or hazard to navigation threats. Cause of Fire according local fire dept - generator sparked and ignited gas fumes on one of the boats.

28 JUN - MSO San Francisco received a report of tarballs on Sharp Park Beach, Rockaway Beach and Linda Mar Beach located in Pacifica, Ca. MSO responded and observed a 1 mile stretch of beach impacted with tarballs in the high tide line. Tar balls appear to be 1 day old with medium viscosity, possibly heavy fuel oil. Since a responsible party could not be identified, the MSO accessed the OSTLF for \$30K and hired Foss Environmental to conduct the clean-up. Upon further assessment, a total of 1-3 miles of shoreline was found to be impacted with consistent tarballs in the high tide line, ranging from 0.5 inch to 3 inches in diameter.

# San Francisco Bay Clearinghouse Report For June 2002

## San Francisco Bay Region Totals

			<b>2001</b>
Tanker arrivals to San Francisco Bay	58		72
Tank ship movements & escorted barge movements	159		377
Tank ship movements	71	44.65%	260
Escorted tank ship movements	35	22.01%	111
Unescorted tank ship movements	36	22.64%	149
Tank barge movements	88	55.35%	117
Escorted tank barge movements	47	29.56%	69
Unescorted tank barge movements	41	25.79%	48
Percentages above are percent of total tank ship movements & escorted barge movements for each item.			
Escorts reported to OSPR	0		0

<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	168		255		0		139		562	
Unescorted movements	73	43.45%	126	49.41%	0	0.00%	64	46.04%	263	46.80%
Tank ships	54	32.14%	94	36.86%	0	0.00%	41	29.50%	189	33.63%
Tank barges	19	11.31%	32	12.55%	0	0.00%	23	16.55%	74	13.17%
Escorted movements	95	56.55%	129	50.59%	0	0.00%	75	53.96%	299	53.20%
Tank ships	62	36.90%	87	34.12%	0	0.00%	47	33.81%	196	34.88%
Tank barges	33	19.64%	42	16.47%	0	0.00%	28	20.14%	103	18.33%

Notes:

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

# San Francisco Bay Clearinghouse Report For 2002

## San Francisco Bay Region Totals

			<u>2001</u>
Tanker arrivals to San Francisco Bay	368		710
Tank ship movements & escorted barge movements	1,526		3,501
Tank ship movements	971	63.63%	2,376
Escorted tank ship movements	524	34.34%	1,110
Unescorted tank ship movements	447	29.29%	1,266
Tank barge movements	555	36.37%	1,125
Escorted tank barge movements	311	20.38%	609
Unescorted tank barge movements	244	15.99%	516
Percentages above are percent of total tank ship movements & escorted barge movements for each item.			
Escorts reported to OSPR	0		6

<u>Movements by Zone</u>	<u>Zone 1</u>	<u>%</u>	<u>Zone 2</u>	<u>%</u>	<u>Zone 4</u>	<u>%</u>	<u>Zone 6</u>	<u>%</u>	<u>Total</u>	<u>%</u>
Total movements	1,009		1,529		0		821		3,359	
Unescorted movements	444	44.00%	703	45.98%	0	0.00%	365	44.46%	1,512	45.01%
Tank ships	321	31.81%	495	32.37%	0	0.00%	220	26.80%	1,036	30.84%
Tank barges	123	12.19%	208	13.60%	0	0.00%	145	17.66%	476	14.17%
Escorted movements	565	56.00%	826	54.02%	0	0.00%	456	55.54%	1,847	54.99%
Tank ships	371	36.77%	555	36.30%	0	0.00%	264	32.16%	1,190	35.43%
Tank barges	194	19.23%	271	17.72%	0	0.00%	192	23.39%	657	19.56%

### 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.



July 11, 2002

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) announces an opening on the Harbor Safety Committee for the position of tanker representative. The former incumbent, Mr. Brian Dorsch of Chevron-Texaco, resigned his position upon conclusion of the June Harbor Safety Committee meeting. His alternate, Mr. Douglas Lathrop also of Chevron-Texaco, will serve in the position until a permanent replacement has been appointed.

Qualified individuals, representing tanker operators located in the San Francisco Bay Area, are encouraged to apply. Internet site <http://www.dfg.ca.gov/Ospr/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. Al Storm  
Office of Spill Prevention and Response  
P.O. Box 944209  
Sacramento, California 94244-2090

The vacancy will be announced at the July 11, and August 8, 2002, Harbor Safety Committee meetings. Also, this notice will be included in the meeting packet for the August 8, 2002, Harbor Safety Committee meeting in order to reach a wide audience of potentially interested parties. Applications must be post marked no later than August 23, 2002. The OSPR intends to appoint the new representative at the September 12, 2002, Harbor Safety Committee meeting.

Questions regarding the position, requirements or the application process may be directed to Mr. Al Storm at: the above mailing address, e-mail address [astorm@ospr.dfg.ca.gov](mailto:astorm@ospr.dfg.ca.gov) , or telephone number (916) 324-6259. 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**

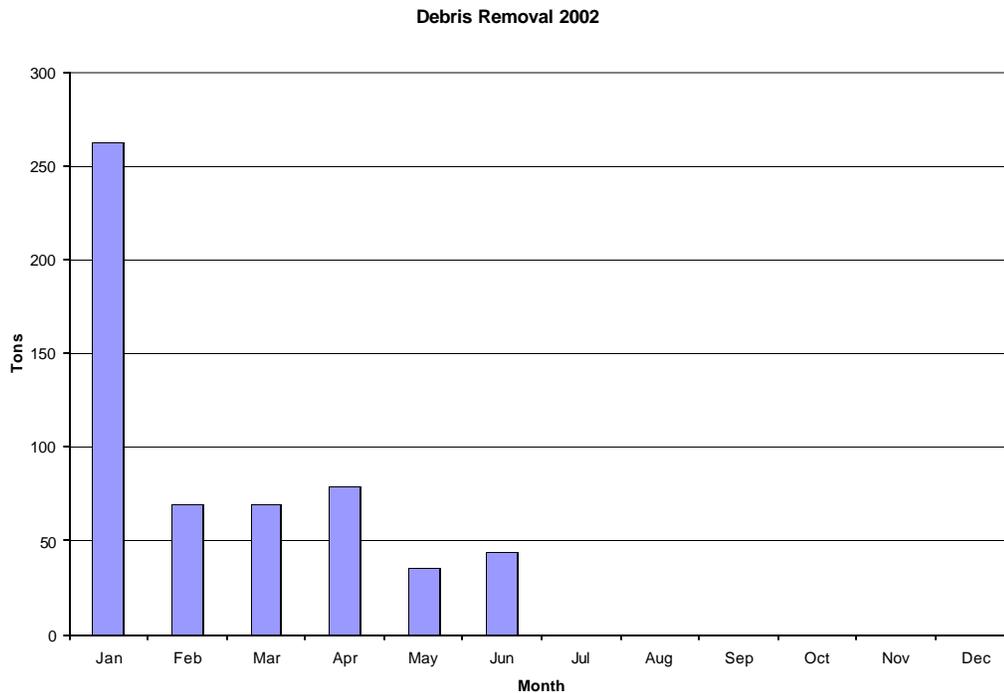
**July 11, 2002**

**1. CORPS 2002 O&M DREDGING PROGRAM**

- a. ***Main Ship Channel*** – Dredging complete – Project completed for this year
- b. ***Richmond Outer and Southampton*** – Project completed for this year
- c. ***Richmond Inner*** – Scheduled to advertise mid July - should start dredging by mid September. There is concern over possible DDT in upper reach of project. This could prevent dredging this area this year because the material may not be suitable for ocean disposal. The volume of dredge material is approximately 7,000 cubic yards. Corps is in the process of evaluating this area. Material is scheduled to go to the Ocean
- d. ***Oakland (Inner & Outer)*** – Bid opening is scheduled for 24 July with contract award a couple of weeks later. Essayons took approximately 1,400 cubic yards to the Ocean from the entrance channel at the end of June to try to relieve some of the problems – Ocean Disposal.
- e. ***Suisun Bay Channel*** - Essayons completed this project at the end of June, material was disposed at SF-16.
- f. **San Rafael** – This is a congressional addition to the Corps budget – In-Bay/Winter Island Disposal. Bid opening is schedule for early August with contract award a couple of weeks later.
- g. **Petaluma** – This is a congressional addition to the Corps budget – Upland Disposal. Scheduled to award contract at the end of August.
- h. **Larkspur** – In-Bay Disposal at Alcatraz. Anticipate a late start because of environmental window in one location of the channel. Corps is scheduled to award contract mid September. Condition survey has been completed and there is approximately 120,000 cubic yards to dredge.
- i. **Redwood City** – Project is complete.

## 2. DEBRIS REMOVAL

The total tonnage of debris collected on the San Francisco Bay for June 2002 was approximately 44.5 tons. This is up from the 36.00 tons for May.



## 3. UNDERWAY OR UPCOMING HARBOR IMPROVEMENTS

### a. **Oakland 50-ft** – Status unchanged

Construction is underway. Corps has awarded the second construction contract to Dutra and the contractor has started work. The second contract covers the Inner Harbor Turning Basin Phase I A-2. This contract covers some demolition, marine construction and a little dredging. The Corps has received approximately 8.4 million dollars for the project this year. The Corps is not scheduled to award any more contracts for this year.

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

A contract for a Risk Model has been awarded and the preliminary results of the risk model are expected at the end of July. We have also received the draft oil spill model. This model provides the first estimate of damage caused by an oil spill. This will

be used to balance against the cost of removing the rocks. Blossom Rock has been selected as a second spill site location to run the oil spill model and this analysis is starting. Should have a report on the second spill site by the end of July. Have finalized the report on the first spill site.

c. **Avon Turning Basin** – Status unchanged

The Corps expects to sign a Pre-construction Engineering Design (PED) cost sharing agreement with Contra Costa County on this project within the next few weeks. This will allow this project to start moving forward.

Congress added \$250,000 this FY to prepare a General Reevaluation Report (GRR) and evaluate the feasibility of constructing a Turning Basin at Avon. This Basin is part of the un-constructed Phase III, John F. Baldwin Ship Channel project. To initiate this study the COE has prepared a Study Plan and has submitted a draft 75/25 cost sharing agreement to Contra Costa County, for their consideration.

#### **4. EMERGENCY DREDGING**

We continue to monitor the problem area in the Suisun Channel that has required emergency dredging in the past. Last survey showed this area to be satisfactory. Essayons dredged this area in June. We will continue to monitor this area.

#### **5. CORPS' BUDGET**

Status unchanged.

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

#### **6. OTHER WORK**

The San Francisco District is looking at a feasibility study to deepen the JFB Ship Channel to Stockton. This would be only 1 or 2 feet. Reconnaissance Study was performed a couple of years ago. Division has given ok to proceed with study. The

Corps expects to sign the Pre-construction Engineering Design agreement with the Port of Stockton on July 11, 2002. This will start the Phase 1 study on salinity and economics.

The San Francisco District will be taking over the Sacramento River Deep Water Ship Channel Deepening Project from the Sacramento District. This project is looking at deepening the channel from 30 feet to 35 feet. We will be doing a Limited Reevaluation Report (LRR) that focuses on economics and updating the environmental documentation. We anticipate initiating this effort the first part of August and the study is schedule to take approximately 18 months.

# DRAFT

June 14, 2002

Department of the Army  
San Francisco District, Corps of Engineers  
333 Market Street  
San Francisco, CA 94105

Attention: LTC Timothy S. O'Rourke

Subject: Fiscal Year 2002 Federal Channel Maintenance Dredging

Dear LTC O'Rourke:

The Harbor Safety Committee (HSC) of the San Francisco Bay Region urgently requests the timely execution of all scheduled and unscheduled (emergency) FY 2002 Federal channel maintenance dredging. Shoaling of Federal channels has catastrophic fiscal and safety implications.

The HSC is particularly concerned about the delay of the contract to perform of Federal channel maintenance dredging, for the Port of Oakland's Entrance, Inner, and Outer Harbor channels. The Port of Oakland finds itself in a situation of dire financial crisis as a result of the delay of Federal channel maintenance.

The San Francisco Bay Harbor Safety Committee learned Thursday, June 13, 2002, that the work to perform Oakland Harbor Federal Channel maintenance dredging has been delayed until mid August, 2002. We agree with the Port of Oakland that this is a completely unacceptable situation. The new schedule is a significant deviation from the June 2002 date that your staff has been reporting to the HSC all year.

The Corps of Engineers announced that dredging was complete for Oakland Harbor at the Harbor Safety Committee meeting on Dec 13, 2001. Unfortunately, Oakland Harbor Federal channel maintenance dredging remains incomplete. Some areas of the Entrance, Outer, and Inner Harbors appear to be shoaling further above the soundings indicated on the pre-dredge survey dated September 4, 2001. The Port of Oakland has not been able to realize the safety and economic benefits of authorized channel depths since December 2000. This condition persists in spite of Congressional funding of Oakland Harbor Federal Channel maintenance at requested levels.

Shoaling of Federal channels also has serious safety implications. Sediment accretion is a dynamic process. Federal channels are designed to be operated at their authorized depths. Shoaled areas can and do change dramatically, based on accretion rates, current velocities, and wheel wash, among other factors. A deep draft vessel may find itself aground between two shoaled areas, during a falling tide, resulting in severe damage as a result of a "bridging" situation (unsupported section of hull).

The HSC is particularly concerned that this significant schedule slip will push Federal Channel maintenance dredging, for a number of projects in the San Francisco Bay Area, towards the end of the calendar year. The successful execution of the Bay Area's Federal channel maintenance dredging program will be placed in jeopardy. This will repeat the intolerable situation in the fall of 2001 where several projects were delayed until the end of the year. The Corps of Engineers, as well as the ports and harbors of the San Francisco Bay Area faced an unfavorable bidding climate characterized by limited dredging equipment. This made dredging more expensive and prevented the completion of dredging as the end of the Federal fiscal year and environmental windows halted projects. Congress does not look favorably on continued funding for projects that are not able to execute appropriated funds. Therefore, it is extremely important to maintain the original schedule for Federal channel maintenance dredging in the San Francisco Bay Area.

Deep draft navigation is clearly a high priority of Congress and the Administration. A clear indicator of this is the Federal appropriations for FY 2001 and 2002. Congress has appropriated funds with the expectation that Federal channels in the San Francisco Bay area will be maintained at authorized project levels.

Therefore, the Harbor Safety Committee urgently requests that Federal Channel maintenance dredging, including Oakland Harbor, be executed per your original schedule, as reported to the Committee. Furthermore, the HSC requests that the Corps continue periodic condition surveys in order to identify and execute unscheduled (emergency) maintenance dredging, as required for safe navigation.

Thank you for your immediate attention to this matter. I look forward to continuing our positive partnership with San Francisco District, Corps of Engineers on all issues relating to safe navigation in the San Francisco bay Area.

Sincerely,

Cc.  
Senator Dianne Feinstein  
Senator Barbara Boxer

Representative Barbara Lee  
Representative Ellen Tauscher  
Cynthia Nielsen  
Arijs Rakstins

## Memorandum

**Date:** July 9, 2002

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

**From:** Len Cardoza

**Subject:** Underwater Rocks Work Group Report

Summary: The Underwater Rocks Work Group held a meeting on June 20, 2002 at the California State Lands Commission offices, Hercules, CA. The central theme for the meeting was the status of the Corps of Engineers (CoE) Feasibility Study (FS) for the project. Attendees for the Rocks Work Group included representatives from the Corps of Engineers (CoE), FS consultant team members, California State Lands Commission (CSLC), San Francisco Bar Pilots, Coast Guard Vessel Traffic Service (VTS), Bay Conservation and Development Commission (BCDC), and Port of Oakland.

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

- Risk Assessment Model. The CoE awarded the contract for the Risk Model to the firm EQE. Anticipate draft report in July 17, 2002.
- Benthic Survey. Complete. Final Report is posted on the CoE web site.
- Oil Spill Model. Draft report received February 14, 2002. Comments from reviewers were transmitted back to consultant (ASA) for incorporation into the final report. Revised Draft report anticipated July 26. The executive summary for the voluminous report will be published on the CoE web site.
- Geotechnical Analysis. As previously reported, the CoE was not able to come to an agreement with the consultant team on cost and scope of work. The CoE is proceeding with a literature search based on previous geotechnical investigations in the area. This approach will control costs and provide sufficient level of detail for the feasibility study. The information will be used to refine the scope of work for additional geotechnical analysis during the design phase of the project.
- Marine Geophysical Investigation. Complete. The report has been posted on CoE web site.
- Cultural Resource Survey. Complete. The report has been posted on the CoE web site.
- San Francisco District, Corps of Engineers web site. [www.spn.usace.army.mil/](http://www.spn.usace.army.mil/) Click on publications/studies for reports referenced above.

F-3 Conference. San Francisco District, CoE developed an “Information Paper” (summary of issues) in preparation for the Feasibility Study 3rd Milestone (F-3) conference, originally scheduled June 10, 2002. The Information Paper was forwarded to Headquarters, U.S. Army Corps of Engineers (HQUSACE). Corps of Engineers staff determined that the “without project” conditions were incomplete, pending an estimate of the probability of a grounding on the rocks, and the estimated damages resulting from such an event. Therefore, the F-3 conference will be rescheduled to late July, pending the availability of the missing data. As previously reported, this is the first conference with the CoE leadership above District level, also referred to as the Feasibility Scoping Meeting. The conference will focus on the present project

area conditions, and the economic analysis / risk assessment for the project, together with preliminary alternatives analysis.

Status of EIS/R. Detailed information is required on the proposed construction methods in order to evaluate the potential environmental impacts of each alternative. The Consultant team prepared a list of specific questions regarding these methods. The COE continues work on a response.

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

Construction Methods. St Louis District, Corps of Engineers, is providing expertise to help develop cost estimates for removing (lowering) the rocks, based on similar projects. These include, but are not limited to, explosive measures protected by “bubble curtains”. The study will also include other measures including rock dredges and chemical expansion. Anticipate preliminary cost estimates for all alternatives by the next meeting.

Budget/Schedule. Delays in developing a listing of alternatives, together with baseline environmental conditions (including fisheries resources) have impacted the FS schedule. The revised scheduled completion date for the study is of 1/8/04. The study remains on budget.

Meetings. The next Underwater Rocks Work Group meeting is scheduled **July 23, 2002, 1000hr - 1200hr** (CSLC Offices, Hercules, CA).

## NAVSAC RESOLUTIONS PASSED

### AT JUNE 6-8,2002 MEETING

[02-01] Whereas, the National Boating Safety Advisory Council (NBSAC) requested that "the USCG, through NAVSAC, address the problem of the adequacy of tug and towed barges lighting with an effective solution to increase awareness of the presence of barges by making them more visible and readily identifiable, and improve the tug lighting so that the towing operation is clearly recognizable when viewing the towing operation from any angle"; and,

Whereas, the issue of the "adequacy of barge lighting" has been discussed previously by both NAVSAC and NBSAC and keeps coming up because accidents continue to occur between recreational vessels and tugs/tows; and,

Whereas, NAVSAC has adopted resolutions in the past to address this concern including accident investigation reports and resolutions to modify tug and barge lighting as a means toward reducing allisions/collisions with tugs and barges and the potential loss of life; and,

Therefore, NAVSAC continues to believe and reiterates that the largest contributing factor to accidents involving tugs and barges and recreational boaters is the result of recreational boaters lacking knowledge of the Rules of the Road Accordingly, NAVSAC believes that efforts to increase recreational boaters' knowledge of the Rules of the Road will benefit all stakeholders on the waterways of the United States; and,

Recognizing that 33 C.F.R. 88.05 requires vessels 12 meters or more in length to carry the Inland Navigation Rules on board, which NAVSAC believes provides a foundation for the knowledge and application of the Rules of the Road, and also imposes safety equipment carriage requirements on vessels 16 feet or larger in length; and,

Therefore, NAVSAC finds that this requirement should apply to smaller vessels and accordingly recommends that the U.S. Coast Guard amend 33 C.F.R. § 88.05 (Annex V to the Inland Navigation Rules), as follows:

Replace 12 meters" with "16 feet"

Additionally, NAVSAC recommends that the U.S. Coast Guard require all vessels 16 feet or larger in length to carry a copy of the International Regulations for the Prevention of Collisions at Sea when operating outside the lines of demarcation. All self-propelled vessels 16 feet or larger in length must carry on board and maintain for ready reference a copy of the Navigation Rules.

[02-02] NAVSAC recognizes that security zones and other vessel exclusion areas are being, and will continue to be, established around power plants, military bases, transportation facilities, and other locations and, that some of these zones will be marked with signs or buoys: and,

NAVSAC also recognizes that there is presently some question among the various agencies responsible for establishing, enforcing, or marking these zones as to the appropriate waterway marker to use; and

Whereas the U.S Aids to Navigation System (33 C.F.R. Part 62) presently specifies the regulatory marker that is used to identify areas from which all vessels or certain vessels are excluded; and

Whereas, vessel exclusion area markers are widely used throughout the United States and are familiar to small craft operators, including recreational boaters, commercial fishermen, and operators of other commercial vessels; and

Whereas, Federal and state training materials and other publications that have been and will continue to be distributed show the U.S. vessel exclusion area regulatory marker as the one that warns vessels not to enter the marked area; and

Whereas, training provided to recreational boaters by the U.S. Coast Guard Auxiliary, the U.S. Power Squadrons, the States and Territories, and by the Coast Guard itself, describe this vessel exclusion area marker;

Therefore, NAVSAC recommends to the U.S. Coast Guard that all markers used to identify security zones and other areas from which all vessels or certain vessels are excluded be "vessel exclusion area" regulatory markers that conform to the U.S. Aids to Navigation, as set forth in 33 CFR Part 62.

[02-04] NAVSAC finds that the continuing decline in U.S. documented and licensed merchant mariners represents a national threat to the safety and security of the United States. Therefore, NAVSAC recommends the creation of a civilian U.S. Merchant Marine Reserve program to maintain a qualified complement of documented and licensed merchant mariners, as a method of meeting the goals of the U.S. Coast Guard in recruiting and retaining merchant seamen, and to preserve a group of trained professional mariners to augment the nations defense capability.

[02-06] Recognizing that the U.S. Coast Guard's missions include many important functions in addition to homeland security, including marine safety, pollution prevention, emergency preparedness and response, and search and rescue;

NAVSAC therefore recommends that any reorganization affecting the U.S. Coast Guard not compromise other important missions.