

Harbor Safety Committee

of the San Francisco Bay Region

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

Harbor Safety Committee of the San Francisco Bay Region

Thursday, July 13th, 2006

Port of Richmond, Harbormaster's Office, Richmond, California

Margo Brown, National Boating Federation, called the meeting to order at 1006 as acting Chair. **Alan Steinbrugge**, Marine Exchange of the San Francisco Bay Region (Marine Exchange); confirmed a quorum of the Harbor Safety Committee of the San Francisco Bay Region (HSC).

The following committee members and alternates were in attendance: **Capt. Marc Bayer**, Tesoro Refining & Marketing Company; **Capt. Pete Bonebakker**, ConocoPhillips; **Ron Chamberlain**, Port of Benicia **Capt. Fred Henning**, Baydelta Maritime; **Robert J. Lawrence**, United States Army Corps of Engineers (COE); **Ken Leverich**, California State Lands Commission (State Lands); **Cmdr. Gordon Loebel**, United States Coast Guard (USCG); **Daniel Massey**, Foss Maritime; **Pat Murphy**, Blue & Gold Fleet; **Capt. Peter Peers**, National Cargo Bureau; **Capt. Robert Pinder**, San Francisco Bar Pilots (Bar Pilots); **Denise Turner**, Port of San Francisco; **Gerry Wheaton**, National Oceanic and Atmospheric Administration (NOAA). **Thomas Wilson**, Port of Richmond.

Also present and reporting to the HSC were **Mike Coyne**, California Office of Spill Prevention and Response, (OSPR); **Capt. Lynn Korwatch**, Marine Exchange; **LtCmdr. Ross Sargent**, USCG; **Capt. Steve Thompson**, NOAA; **Lt. Stephen Walters**, USCG.

Joan Lundstrom, Chair of the HSC, Bay Area Conservation and Development Commission (BCDC); arrived later in the meeting.

The meeting was open to the public.

Approval of the Minutes

There were no corrections to the minutes of June 8th. It was moved, and seconded, to accept the minutes as written. The motion passed without discussion or dissent.

Comments by the Chair – Lundstrom

Brown tabled this portion of the agenda until **Lundstrom's** arrival.

Coast Guard Report – Cmdr. Loebel

- The deadline for round-six Port Security Grants was August 4th, 2006.
- The President signed the Coast Guard and Maritime Transportation Act of 2006. Some of the noteworthy provisions were: An increase in oil-spill liability limits, the extension of liability to non-tank vessels, and a requirement that any person that released an obstruction to navigation into waterway must notify the USCG immediately.
- The Maritime Administration (MARAD) will be scrapping four ships from the mothball fleet in Suisun Bay. They will be towed to Alameda to have their hulls brush-scrubbed to remove local species, before they are taken overseas.
- The comment period on the Transportation Worker Identity Card (TWIC) had closed. The USCG and Transportation Security Administration (TSA) was working through hundreds of thousands of public comments – many of which included a request for more time for public comment.
- Employee screening that was required by Marine Safety Information Bulletin 06-05 was completed on time and without incident.
- The *Eva Joan*, a brand new hopper barge, buckled under a load of sand in Anchorage 9 and sank on July 4th. It was her first working voyage. It was to be the first of six, but plans to build more had been put on hold. **Capt. Peers** said that he had heard that the barge was built locally.

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- Fleet Week planning has begun. It will be held October 5th through 9th. The web site is: <http://fleetweek.us/fleetweek>

LtCmdr. Sargent reported:

- **LtCmdr. Sargent** introduced **LtCmdr Kevin Moore**, who will be replacing him.
- A tree fell and severed the fiber optic line that serves the Waterways Management Branch. The Sector Command Center was still up and running.
- **LtCmdr Sargent** read from a report that was attached to the minutes.

There were questions and comments:

- There was no hard deadline for the removal of the *Eva Joan*. USCG is actively monitoring the removal effort to make sure that the barge is removed safely and in a reasonable period of time. The owners have been pro-active.
- There were no special containment plans for the MARAD ships while they were being scrubbed. It was a low-level operation conducted with soft-bristled brushes. **Capt. Henning** said that he had seen booms around the ship.

Lundstrom thanked **LtCmdr. Sargent** for all of his good work for the HSC, and particularly his work on kayak safety awareness.

Comments by the Chair – Lundstrom

- **Lundstrom** welcomed **Capt. Thompson**, NOAA, and a former member of the HSC.
- A press release about safety on the Bay Area Water Trails had generated its first complaint, so people are starting to pay attention.
- The presentation on the Trans Bay Cable project at the May meeting had generated comments and issues that were not addressed in their Environmental Impact Review.
- In September, there will be a presentation from the California Senate sub-committee on California Ports and Goods Movement.
- The HSC is a diverse forum with a lot of expertise. It is also an effective clearing house for the exchange of ideas. It is the kind of forum that people want to speak to.

Clearinghouse Report – Alan Steinbrugge

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

OSPR Report – Coyne

- Attendance at public hearings on proposed amendments to the bollard-pull regulations was extremely light. The diligence of the HSC's is thought to be the reason.
- **Governor Arnold Schwarzenegger** nominated **Lisa Curtis** to be the OSPR Administrator. Curtis had been acting administrator since October 2005. The California Senate must confirm **Curtis**.
- Five of the six tug violations in 2006 are leading to civil penalties. Lots of these violations could easily be avoided. OSPR is preparing educational workshops for industry in late summer.
- **Patrick Murphy**, Blue & Gold Fleet, is to be the new member of the committee representing ferry operators. **Keith Stahnke**, Water Transit Authority (WTA), is to be the alternate representative. **Coyne** swore **Murphy** and **Stahnke** into service. **Lundstrom** welcomed them to the HSC.

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NOAA Report – Wheaton

- The Humboldt Bay HSC is working on a naming convention for their region, similar to that in ours. **Wheaton** would get together with **Capt. Pinder** to send along any documentation from our project that could provide operational guidelines for the Humboldt Bay project.
- There is an opening on the Gulf of the Farallones Sanctuary Advisory Council. The Los Angeles/Long Beach HSC is represented on similar bodies in their region.

Wheaton introduced **Capt. Thompson** to speak about the Safe Seas 2006 exercise:

- This exercise will involve training and exercises. It will comprise over 250 people from fifteen different agencies, and a number of air and water assets, responding to an oil spill from the hypothetical collision between a bulk freighter and a tug and tow south of the Pilot Station. Further details can be found at <http://sanctuaries.noaa.gov/safeseas/welcome.html>
- The Bay Area was experiencing a normal summer pattern. A couple of tropical waves could change that.

Lundstrom said that she thought it would be appropriate to encourage an environmental representative from the HSC to apply for the seat on the Sanctuary Advisory Committee.

COE Report – Lawrence

- **Lawrence** read from a report that is attached to these minutes

State Lands Commission Report – Leverich

- State lands monitored fifty percent of 275 transfers. Fifteen million barrels of crude were transferred.
- There was one small spill of ten gallons of asphalt from an abandoned pipe at Shell. Problems like this are regulated by the Marine Oil Terminal Engineering and Maintenance Standards (MOTEMS) that are part of the California Building Code.
- There was still time to sign up for the Prevention First Biennial Symposium, scheduled for September 12 & 13 2006 at the Westin Long Beach.

Tug Escort Work Group – Capt. Henning

- There was nothing to report. They continue to monitor Senator Michael Machado's proposal to monitor chemical tanker traffic, but there seems to be little going on at this time.

Navigation Work Group – Capt. Pinder

They would meet after the HSC meeting to discuss some naming issues for the Automated Identification System (AIS).

Ferry Operations Work Group – Turner

- **John Davey**, Port of San Francisco, and chair of the workgroup; suffered a severe broken arm during his vacation and is liable to be out for a while.
- They are reviewing potential ferry routes.

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Prevention Though People Work Group – Brown

- **Brown** received a letter from Foss Maritime that morning that requested the workgroup to take another look at safety during bunker barge operations. In the previous two weeks there had been two more incidents of dropped or thrown equipment, even with the new procedures devised by the Pacific Maritime Association (PMA).
- **Walter Partika**, Foss Maritime, said that the required signs were posted on the ship in the first incident but not in the second. He said that during a random audit he discovered that not all ships were posting the signs.

Lundstrom asked **Brown** to coordinate a meeting of the work group with Capt. Peers, PMA, and the Coast Guard as early as possible.

PORTS Work Group – Capt. Bayer

There was nothing to report.

PORTS Report – Steinbrugge

- Four tide stations were up and working. NOAA will reinstall the Richmond tide station during their normal service schedule in September or October.
- Lots of new equipment is on order.

Lundstrom asked **Steinbrugge** to inform the Bar Pilots when systems come back on line.

Public Comment

Capt. Bonebakker asked if there was any way to get Broadcast Notices to Mariners besides listening to the VHF broadcasts. He said it would be extremely useful to notify his ships about local conditions well in advance. **Lt. Stephen Walters**, USCG, said that after one week the Broadcast Notices are converted to Local Notices to Mariners which are available online. **Capt. Bonebakker** asked why the text of Broadcast Notice to Mariners could not be made available on the internet, or by other means. **Lundstrom** invited **Lt. Walters** to come back to a future meeting with an answer.

Old Business

There was none.

New Business

Lundstrom said that educational requirements for boaters was a hot topic at recent meetings sponsored by the California Department of Boating and Waterways in Long Beach and Sacramento. She said it had also been a hot topic at the National Harbor Safety Committee Conference in Washington, DC. **Brown** said that there seemed to be different attitudes and agendas between Southern California and Northern California. **Lundstrom** said that the HSC's in San Diego and Los Angeles/Long Beach had already taken positions. She said that this HSC had never taken a position, and any position would be up to the HSC.

Next Meeting

Lundstrom said that the next meeting would convene at 1000, September 14th, 7th Floor Conference Room, 530 Water Street, Oakland, California.

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Adjournment

A motion to adjourn was made and seconded. There was no discussion. The motion passed unanimously. The meeting adjourned at 1125.

Respectfully submitted,



Captain Lynn Korwatch
Executive Secretary

USCG SECTOR SAN FRANCISCO

PREVENTION / RESPONSE - SAN FRANCISCO HARBOR SAFETY STATISTICS

June-06

PORT SAFETY CATEGORIES

TOTAL

1. Total Number of Port State Control Detentions for period:	0
SOLAS (0), MARPOL (0), ISM (0), ISPS (0)	
2. Total Number of COTP Orders for the period:	6
Navigation Safety (1), Port Safety & Security (3), ANOA (2)	
3. Marine Casualties (reportable CG 2692) within SF Bay: Allison (1), Collision (0), Fire (0),	2
Grounding (0), Sinking (0), Steering (0), Propulsion (1), Personnel (0), Other (0)	
4. Total Number of (routine) Navigation Safety related issues / Letters of Deviation	4
Radar (4), Steering (0), Gyro (0), Echo sounder (0), AIS (0), AIS-835 (0)	
5. Reported or Verified "Rule 9" or other Navigational Rule Violations within SF Bay	1
6. Significant Waterway events or Navigation related cases for the period:	0
7. Maritime Safety Information Bulletins (MSIBs):	0
Total Port Safety (PS) Cases opened for the period:	30

MARINE POLLUTION RESPONSE

TOTAL

Total Oil/Hazmat Pollution Incidents within San Francisco Bay for Period	23
* Source Identification (Discharges and potential Discharges):	
TOTAL VESSELS	12
Commercial Vessels	3
Public Vessels (Military)	1
Commercial Fishing Vessels	0
Recreational Vessels	8
TOTAL FACILITIES	5
Regulated Waterfront Facilities	3
Other Land Sources	2
UNKNOWN/UNCONFIRMED	6
*Spill Information	
Pollution Cases Requiring Clean-up	7
Federally Funded Cases	2
Oil Discharge and Hazardous Materials Release Volumes by Spill Size Category:	
1. Spills < 10 gallons	11
2. Spills 10 - 100 gallons	4
3. Spills 100 - 1000 gallons	1
4. Spills > 1000 gallons	2
5. Spills - Unknown	5
Total Oil Discharge and/or Hazardous Material release volumes:	8956
1. Estimated spill amount from Commercial Vessels:	4500
2. Estimated spill amount from Public Vessels:	1
3. Estimated spill amount from Commercial Fishing Vessels:	0
4. Estimated spill amount from Recreational Vessels:	44
5. Estimated spill amount from Regulated Waterfront Facilities:	410
6. Estimated spill amount from Other Land Sources:	4000
7. Estimated spill amount from Unknown sources:	1

Penalty Action:	
Civil Penalty Cases for Period	0
Notice of Violations (TKs)	4
Letters of Warning	2
** SIGNIFICANT PORT SAFETY & SECURITY (PSS) CASES **	
* A. MARINE CASUALTIES - PROPULSION / STEERING	
Marine Casualty - Loss of Propulsion, M/V EVER UNITED; Panama (05 June): M/V lost propulsion while inbound in northern traffic lane due to an air start failure on the main engine. Repairs were made and propulsion regained. Vessel proceeded to OAK37 with tug escort. COTP Order issued requiring vessel's classification society to verify repairs prior to vessel's departure from SF Bay. Repairs completed, COTP Order rescinded on 06 June.	
* B. MARINE CASUALTIES - VESSEL SAFETY CONDITIONS	
Allision - F/V PENNY LYNN; U.S. (07 June): F/V allided with two recreational vessels in Moss Landing Harbor. One recreational vessel sustained a large scratch and bent stantions. F/V captain was intoxicated at time of allision. CG cited F/V captain with a Notice of Violation for \$1,000. Local law enforcement took F/V captain into custody.	
* C. COAST GUARD - GENERAL SAFETY/SECURITY CASES	
Navigation Safety - M/V STAR HOYANGER; Singapore (06 June): LOD issued to outbound M/V for inoperable 10cm radar. CG Sector Seattle issued inbound LOD upon M/V's arrival in Vancouver requiring repairs to be made at that port.	
Navigation Safety - M/V MARCELA LADY; Liberia (09 June): LOD issued to inbound M/V for inoperable 3cm radar. Vsl could not repair radar while in SF Bay and outbound LOD was given to have repairs made in next port call, Korea.	
Safety Deficiencies - Tug REINO MATTILA; U.S. (09 June): COTP Order issued following inspection, requiring removal of excess oil/fuel from bilges, repairs to engine and leaking fuel tank prior to continuing ops.	
Navigation Rule violation (09 June): While inbound near Yellow Bluff, east of GG Bridge, M/V LURLINE altered course after S/V TRIPLE STARS reportedly cut across its bow. Investigation pends.	
Navigation Safety - M/V AKINADA BRIDGE; Panama (15 June): LOD issued to inbound M/V for inoperable 3cm radar. Vsl could not repair radar while in SF Bay and outbound LOD was given to have repairs made in next port call, Kobe, Japan.	
Navigation Safety - M/V CMA CGM VIVALDI; Bahamas (30 June): LOD issued to inbound M/V for inoperable 3cm radar. Repairs made while vessel was dockside.	
SIGNIFICANT INCIDENT MANAGEMENT DIVISION (IMD) CASES:	
Tug MOCTOBI; U.S. (23 Jun): CG received notification that Tug MOCTOBI was listing, taking on water and was in danger of sinking while moored in the Port of Richmond. An estimated 5000 gallons of oil products were on board. Unable to contact the owner, CG opened Oil Spill Liability Trust Fund and hired a contractor for the cleanup. Although 3 gallons reached the Bay before the vessel's leaks were sealed, nearly 42,500 gallons of oily water (containing approx 4500 gals of oil) were removed from the vessel. Enforcement action pends.	
OVERTURNED TRUCK (23 Jun): A truck carrying 4500 gallons of diesel overturned on I-780 near the I-80 intersection. Approximately 4000 gallons of diesel were discharged into a storm drain connecting to a nearby creek which drains to San Francisco Bay. As part of a Unified Command with CG and Cal OSPR, the responsible party hired a contractor to mitigate the pollution and contain the oil in the storm drain's outfall. The storm drain was flushed and the majority of the oil was recovered. Soil remediation continues in the area of the outfall. Enforcement action pends.	
SIGNIFICANT PORT SAFETY INFORMATION or EXERCISES	
None.	

Transits include: all inbound, outbound & intrabay transits	# Transits Last month	# Transits this month	Pct chg fm last month	# Transits a year ago	Pct chg fm a year ago
Vessel Category	May-06	Jun-06		Jun-05	
PUBLIC (incl ACOE, Research, USCG, Naval etc.)	392	550	40%	538	2%
TANKER (incl: ITB's)	172	170	-1%	197	-14%
CARGO (incl container, bulker, & freight vsls)	360	333	-8%	432	-23%
TUGs with TOWS (incl: ATB's and tank barges)	2099	2279	9%	2107	8%
FERRIES (incl both commuter and bay cruise ferries)	7060	7605	8%	7454	2%
MISC (incl: school ships, recreation, fishing, & unknown vsls)	1583	1591	1%	1248	27%
PASSENGER (incl cruise ships, and smaller charter vessels)	103	59	-43%	77	-23%
TOTAL vsl transits	11769	12587	7%	12053	4%

San Francisco Bay Clearinghouse Report For June 2006

San Francisco Bay Region Totals

			<u>2005</u>
Tanker arrivals to San Francisco Bay	78		76
Tank ship movements & escorted barge movements	382		326
Tank ship movements	240	62.83%	205
Escorted tank ship movements	120	31.41%	91
Unescorted tank ship movements	120	31.41%	114
Tank barge movements	142	37.17%	121
Escorted tank barge movements	80	20.94%	58
Unescorted tank barge movements	62	16.23%	63
Percentages above are percent of total tank ship movements & escorted barge movements for each item.			
Escorts reported to OSPR	0		2

<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	227		349		0		204		780	
Unescorted movements	106	46.70%	170	48.71%	0	0.00%	85	41.67%	361	46.28%
Tank ships	79	34.80%	119	34.10%	0	0.00%	51	25.00%	249	31.92%
Tank barges	27	11.89%	51	14.61%	0	0.00%	34	16.67%	112	14.36%
Escorted movements	121	53.30%	179	51.29%	0	0.00%	119	58.33%	419	53.72%
Tank ships	78	34.36%	111	31.81%	0	0.00%	62	30.39%	251	32.18%
Tank barges	43	18.94%	68	19.48%	0	0.00%	57	27.94%	168	21.54%

Notes:

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

San Francisco Bay Clearinghouse Report For 2006

San Francisco Bay Region Totals

			<u>2005</u>
Tanker arrivals to San Francisco Bay	421		718
Tank ship movements & escorted barge movements	2,061		3,650
Tank ship movements	1,222	59.29%	2,149
Escorted tank ship movements	658	31.93%	997
Unescorted tank ship movements	564	27.37%	1,152
Tank barge movements	839	40.71%	1,501
Escorted tank barge movements	444	21.54%	760
Unescorted tank barge movements	395	19.17%	741
Percentages above are percent of total tank ship movements & escorted barge movements for each item.			
Escorts reported to OSPR	7		16

Movements by Zone	Zone 1	%	Zone 2	%	Zone 4	%	Zone 6	%	Total	%
Total movements	1,285		1,989		0		1,148		4,422	
Unescorted movements	601	46.77%	974	48.97%	0	0.00%	528	45.99%	2,103	47.56%
Tank ships	421	32.76%	652	32.78%	0	0.00%	293	25.52%	1,366	30.89%
Tank barges	180	14.01%	322	16.19%	0	0.00%	235	20.47%	737	16.67%
Escorted movements	684	53.23%	1,015	51.03%	0	0.00%	620	54.01%	2,319	52.44%
Tank ships	409	31.83%	621	31.22%	0	0.00%	334	29.09%	1,364	30.85%
Tank barges	275	21.40%	394	19.81%	0	0.00%	286	24.91%	955	21.60%

Notes:

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

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

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

July 13, 2006

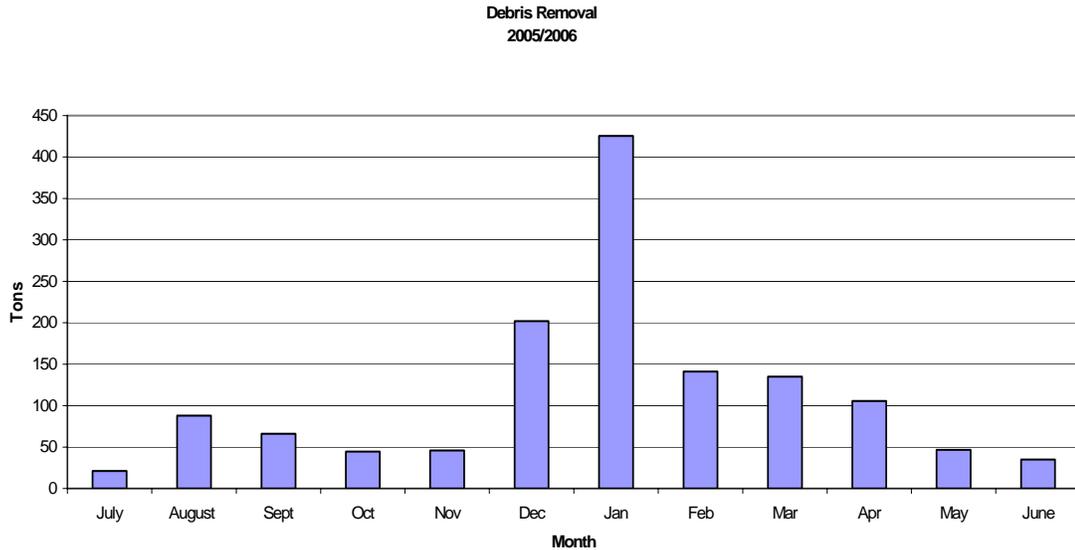
1. CORPS 2006 O&M DREDGING PROGRAM

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

- a. **Main Ship Channel** – Has been dredged by the government dredge “Essayons”. Dredging was completed on June 1, 2006. The material was disposed at SF-08 and off Ocean Beach.
- b. **Richmond Outer Harbor and Southampton Shoal** – Dredging, using the government dredge “Essayons” began on June 1, 2006, was completed June 13, 2006. Material was disposed at the Alcatraz dredged Material Disposal Site (SF-11).
- c. **Richmond Inner Harbor** – The Corps is currently responding to a bid protest. Once the contract is awarded, it will take at least one month before the work can begin. The material is scheduled to go to the Ocean.
- d. **Oakland Outer and Inner Harbor** – No change in the status of this project. The Corps has issued a modification to the Oakland 50 foot deepening contract 3 B/C to clean up the Oakland Inner and Outer Harbor to 46 feet. This will be about 200,000 cubic yards of material. Any small amount of maintenance material will be included in this contract. This material will go to the Montezuma Wetlands Restoration Project. No O & M contract will be let for this year.
- e. **Suisun Bay Channel** – The Corps has combined Pinole Shoal and the Suisun Bay Channel in a single contract this year. The Corps awarded this contract July 7, 2006. Dredging will start by mid-August. Material will be disposed in bay.
- f. **Pinole Shoal** – Being dredged under the same contract as Suisun Bay Channel.
- g. **Redwood City** – A new condition survey will be done to determine the need for additional dredging this year.
- h. **San Bruno Shoal** – The San Bruno Shoal is officially part of the Redwood City Project. A condition survey will be conducted at the same time as the Redwood City survey.

2. DEBRIS REMOVAL

The total tonnage of debris collected on the San Francisco Bay for June was 35 tons; this is down from the 46.5 tons collected in May. This amount (35 tons) is two tons more than the 33 tons collected last June.



3. UNDERWAY OR UPCOMING HARBOR IMPROVEMENTS

Oakland 50-ft Deepening Project

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

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

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

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

4. EMERGENCY (URGENT & COMPELLING) DREDGING

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

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

5. OTHER WORK

a. San Francisco Bay to Stockton

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

The San Francisco District is looking at a General Re-evaluation Report (GRR) to deepen the John F. Baldwin Ship and Stockton Deep Water Ship Channels. This would be only 1 or 2 feet. Division has given ok to proceed with study. The Corps received approximately \$250,000 for this project in FY 05. For FY06 there is approximately \$200,000 in the budget and another \$67,000 is scheduled to be provided by the sponsor under the cost share. The Corps has finalized the scope for the full General Re-evaluation Report (GRR) and we have completed the Project Management Plan. The Project Management Plan and the Design Agreement were approved by the Port of Stockton's Board on April 5, 2004. Contra Costa County has existing agreement in place with the Port of Stockton that they can utilize for this project. The goal is to complete the GRR by 2007. The San Francisco District has brought in the Corps Engineer Research and Development Center (**ERDC**) to address the issue of no return water from a dredge material disposal site that is being required by the Central Valley Regional Water Quality Control Board. We have flown the orthophotos (corrected photo map) of the project while the vegetation was at a minimum. We are working to combine topographic and hydrographic data into a single Digital T? Model for levee stability analyses and dredge disposal site selection. We are looking at how to address the areas of low dissolved oxygen and agriculture runoff for portions of this project.

The San Francisco District is working with the Sacramento District to help develop a Long Term Management Strategy (LTMS) the dredging and disposal of dredged material for the Delta. We have met with the agencies that developed the San Francisco Bay LTMS to see the best was to go about this and to learn from their experiences. There is approximately \$225,000

in the budget for the Delta LTMS in the budget this year. The Project Manager for the Delta was in the Sacramento District, but this position has been moved to the San Francisco District. The Port of Stockton and Contra Costa County have been incorporated into the LTMS group. The Division will have a Project Manager to coordinate all of the Corps issue in the Delta. A kick-off meeting with the Delta LTMS Management Committee was held on June 30, 2006.

b. Sacramento River Deep Water Ship Channel Deepening

Status – No change since last report. Project was not contained in the FY 06 appropriation, but some carry over is available to continue activities.

This project is looking to continue the authorized deepening project of the channel from 30 feet to 35 feet. The Corps developed a Project Management Plan (PMP) and the Port concurred to initiate the study in July 2002. We are doing a Limited Re-evaluation Report (LRR) that focuses on economics and updating the environmental documentation. The studies should take approximately 24 months. We are continuing to work on this project. We have awarded the contract for the salinity model and have received the draft report. The initial estimate is we will need capacity to dispose of approximately 6.5 million cubic yards of material. In reviewing the project we have had to reestablish the channel location and the review shows that some portions of the channel were never built to the required specifications. The San Francisco District has brought in the Corps Engineer Research and Development Center (ERDC) to address the issue of no return water from a dredge material disposal site that is being required by the Central Valley Regional Water Quality Control Board. We have developed a sampling and analysis plan (SAP) for sediment testing and it has been submitted to the Central Valley Regional Water Quality Control Board for review and approval. We have flown the orthophotos (corrected photo map) of the project while the vegetation was at a minimum. The data is being processed. The maps are due in August. The hydrographic survey has been completed. The Port of Sacramento and the Port of Oakland want to make progress in FY 07.

6. HYDROGRAPHIC SURVEY UPDATE

Address of Corps' web site for completed hydrographic surveys

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

Main Ship Channel – 16-21 June 2006.

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

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

Suisun Bay Channel Bullshead 8 March 2006

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

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

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

Southampton Shoal and Richmond Long Wharf – dredging completed May 5, 9, 2006, new survey being completed.



BAY AREA WATER TRAIL CREATES OPPORTUNITIES, CHALLENGES FOR BOATERS

San Francisco, Calif. In September, 2005, California Governor Arnold Schwarzenegger signed a bill establishing the San Francisco Bay Area Water Trail. The purpose of the Water Trail is to create a network of access sites enabling people in non-motorized small boats such as kayaks to enjoy continuous, single and multiple-day trips on San Francisco Bay. As the Water Trail evolves, the expanded recreational opportunities may result in more challenges for those concerned with maritime safety.

While participation in paddle sports and other recreational boating has increased, it has not been without cost. According to the California Department of Boating and Waterways, in 2004, the last year for which statistics are available, California ranked second nationally in the number of accidents and boating fatalities. This fact underscores the need for recreational boaters to be alert to potential danger on the Bay. It's easy to be complacent on the water, so here are a few things to keep in mind.

Traffic: Most importantly for the recreational boater – and particularly for paddle sport enthusiasts – to remember is that they are not alone on the water. Typically 300 to 400 commercial ship transits occur on the Bay each day. Boaters encounter a variety of vessels, most far larger and faster than their own. Cargo ships and tankers cannot maneuver or stop quickly and can create wakes which may capsize

nearby small craft. Boaters may encounter tugs pushing or towing barges, docking vessels or providing escorts for tank ships. Additionally, numerous high-speed ferries transit the Bay. A thoughtful boater should give wide berth to these vessels.

Security: Since the September 11, 2001 terrorist attacks, numerous measures have been taken to enhance the security of our waterways and maritime facilities. Boaters should be aware and keep out of federally mandated security zones that exist around some ships, facilities such as refineries and bridge structures.

Visibility: Visibility is a major safety consideration for all mariners. Most kayaks and canoes are small and difficult to see for those operating large, commercial vessels. Inclement weather and poor visibility, frequently encountered in the Bay Area, add to the problem. Boaters operating at night are particularly at risk. A kayak is very low to the water and readily blends in with its surroundings. While many kayakers may use a headlamp to help them see what lies ahead, this is ineffective in illuminating them for other vessels not approaching from directly ahead. While a headlamp satisfies the lighting requirement for paddle craft under Navigation Rule 25, an all-around white light would significantly enhance its being seen.

Navigation Rule 9: When conflicts occur between commercial and recreational vessels, the results can be dramatic. In July 2004, the car carrier Pacific Highway struck the Richmond-San Rafael Bridge while maneuvering to avoid a sailboat. As a result, the bridge sustained over one million dollars in damage and damage to the ship included a six-inch gash in its hull. Thankfully this was not a tank ship and no oil or fuel entered the Bay. The sailboat operator was cited and fined for violating Navigation Rule 9: impeding the passage of a vessel that can safely navigate only within a narrow channel or fairway. Not all recreational boaters are familiar with Rule 9, but they should be. The majority of deep draft channels and

adjacent waterways in the Bay Area are designated as narrow channels or fairways. So you must give way in those areas.

Education: Fortunately, there are places in the Bay Area where boaters can turn to for help. Several organizations are dedicated to non-motorized boating. Groups such as Bay Area Sea Kayakers (BASK), Bay Area Whaleboat Rowing Association (BAWRA), California Dragon Boat Association (CDBA), and the Western Sea Kayakers (WSK) are all excellent sources of information. The Harbor Safety Committee of the San Francisco Bay Region holds monthly public meetings on maritime safety issues. The California Department of Boating and Waterways oversees a comprehensive statewide program that emphasizes safety. Lastly, the U.S. Coast Guard has numerous assets available in the San Francisco Bay Area including Vessel Traffic Service San Francisco.

The San Francisco Bay Area Water Trail Act is a significant step for recreational boating in the area. As commercial and recreational traffic continues to increase on the Bay, the potential for conflict also increases. But through careful planning and the fostering of an educated, responsible boating community, the needs of all may be met in a safe and environmentally conscientious manner.

“The creation of the Bay Area Water Trail is a fantastic endeavor for everyone from the experienced sailor to the first-time paddler to enjoy the beauty of San Francisco Bay,” said Captain William J. Uberti, Sector Commander for Coast Guard Sector San Francisco. “However, with more people enjoying the Bay, the risk of accidents increases. San Francisco Bay is one of the busiest waterways in the country, with commercial vessels restricted to narrow channels because of their deep drafts. So, I highly encourage all boaters to take measures, including boating safety classes, to ensure the safety of themselves and others. With greater knowledge and appreciation among boaters, we can all have a great time sharing the Bay.”

Contacts:

LT John Fu

U.S. Coast Guard Sector San Francisco

Phone: (415) 399 3547

Margot Brown

San Francisco Harbor Safety Committee

Phone: (510) 523-2098