

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 10, 2008

Harbor Master's Office, Port of Richmond, Richmond, California

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

The following committee members (M) and alternates (A) were in attendance: **Capt. Esam Amso** (A), Valero Marketing and Supply Company; **Capt. Marc Bayer** (M), Tesoro Refining & Marketing Company **Ted Blanckenburg** (A), AMNAV Maritime Services; **Margot Brown** (M), National Boating Federation; **Len Cardoza** (M), Port of Oakland; **Capt. Paul Gugg** (M), United States Coast Guard (USCG); **Capt. Fred Henning** (M), Baydelta Maritime; **Capt. David Hobbs** (A), National Cargo Bureau; **Capt. Bruce Horton** (M), San Francisco Bar Pilots (Bar Pilots); **Jennifer Kovacs** (A), San Francisco Baykeeper; **Robert J. Lawrence** (M), U.S. Army Corps of Engineers (COE); **Gerry Wheaton** (M), National Oceanic and Atmospheric Administration (NOAA); **Richard Nagasaki** (M), Chevron Shipping Company; **William Nickson** (A), Transmarine Navigation Corporation; **Sara Randall** (M), Institute For Fisheries Resources; **Linda Scourtis** (A), Bay Area Conservation and Development Commission (BCDC); **Capt. Ray Shipway** (A), International Organization of Masters, Mates, & Pilots; **Tom Wilson** (M), Port of Richmond.

Also present and reporting to the HSC were **William Burns**, USCG Auxiliary; **Bob Chedsey**, California State Lands Commission (State Lands); **Capt. Lynn Korwatch**, Marine Exchange; **Lt. Cmdr. Kevin Mohr**, USCG; **Rear Com. Steve Salmon**, USCG Auxiliary; **Dave Sulouff**, USCG; **Capt. Gary Toledo**, California Office of Spill Prevention and Response, (OSPR).

The meetings are always open to the public.

Approval of the Minutes

There were no corrections to the minutes of the meeting of June 12, 2008. A motion was made, and seconded to accept the minutes. It passed without discussion or dissent.

Comments by the Chair – Lundstrom

- The meeting would feature a vote on the last remaining study issue assigned by the Governor in the wake of the **COSCO Busan** allision. Then the entire report would be sent in as one package. The National Transportation Safety Bureau (NTSB) wants a copy of the report when it is finished.
- The next major item on the agenda is to continue with the effort to get best practices in the annual revision of the *Harbor Safety Plan*. This effort will include outreach to other HSC's in the state.

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- **Scourtis** continues to update other investigations into the *COSCO Busan*.
- Welcomed **Kathy Hoffman**, field representative for **Congressman George Miller**.

Coast Guard Report – Capt. Gugg

- The operator and chief engineer of the *Rio Gold* were indicted for altering pollution control.
- Rule 9 violation will be added to future reports. They are difficult cases to make in hearings, but the complaints can be tracked. **Lundstrom** said that they had traditionally been in the report. **Lt. Cmdr. Mohr** said that they are still in the report, but had not been summarized in the oral briefing.
- The Ports and Waterways Safety Assessment would be conducted August 12 and 13. All interested parties were invited to participate. Jennifer Kovecse

Lt. Cmdr Mohr read from a report attached to these minutes.

Rear Com. Salmon and **Williams** gave a briefing on the America's Waterway Watch program. The video they showed can be seen at this web page: <http://www.americaswaterwaywatch.org/> They encourage everyone to take a copy of the various types of information that they have available, from copies of the video to business cards and bumper stickers.

Davey asked **Lt. Cmdr. Mohr** to correct his report since neither the *Maersk Bering* nor the *YM Prosperity* had called at the Port of San Francisco.

Capt. Horton asked if the Coast Guard could report on two draw-bridge incidents that he had hear of. **Dave Sulouff**, Chief of Bridge Section for USCG Eleventh District, said that there had been two recent incidents. One had occurred at the Rio Vista drawbridge and the other was at the Benicia-Martinez Railroad Drawbridge. **Sulouff** could not comment in detail, since both incidents were still under investigation. **Sulouff** said that Union Pacific had signed a letter of intent to install a Physical Oceanographic Real Time System (PORTS) wind sensor on the bridge. He said that it could be installed as early as the end of May.

Capt. Horton thanked the Coast Guard for their assistance with the *Cielo Di Parigi*. On her arrival on May 1 she was found to have mechanical problems. The agent wanted the vessel to go to the dock but the Coast Guard directed her to Anchorage 9, where she was still undergoing repairs at the time of the HSC meeting.

Clearinghouse Report – Steinbrugge

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

Capt. Korwatch said that the Clearing house would be upgrading to Nobltec's Tides version 3.5

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OSPR Report – Capt. Toledo

- At the June meeting Warner Chabot (M), Ocean Conservancy, had asked for input on a press release from the Governor in regard to pending legislative and regulatory action in the wake of the *COSCO Busan* allision. *Capt. Toledo* said it was not possible for OSPR to give an opinion on political matters.
- OSPR continues to work on plans to use volunteers for beach cleanup and oiled wildlife treatment.
- The Governor supports funding for the local Physical Oceanographic real Time System.
- There are a number of bills in the State Legislature which may be of interest to the HSC. They are Assembly Bill (AB) 1960 which would increase penalties on failures to notify or for falsification or misleading in the event of a spill. AB 2911 would create funding for OSPR to train volunteers and hire specialists for wildlife rescue after a spill. Senate Bill 1739 makes changes to training for oil spill response organizations and third party observers.
- OPSR understands that the HSC has been very busy with their investigative assignment from the Governor. They look forward to working on best practices.

Capt. Shipway asked how the budget looked for OSPR. **Capt. Toledo** said that things looked good for them since they are no funded from the general fund but from a specific tax on oil. They are in hiring mode since they have been understaffed.

NOAA Report – Wheaton

- A report on ferry routing protocols and a description of the Ferry Terminal maneuvering area were being prepared for his boss.
- On July 29 and 30 NOAA's Hydrographic Services Review Panel would convene in San Francisco. **Capt. Bayer** and **Capt. Korwatch** would participate in a San Francisco stakeholder panel.

Lundstrom asked about the status of the wind gauge for the Benicia-Martinez Railroad Drawbridge. She said the HSC would very much like to have it in place by October to be in time for the storm season. **Wheaton** said that it looked good for September and he would pass along the HSC's concern.

US Army Corp of Engineers (COE) Report – Lawrence

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

- **Lawrence** also addressed the issue of two sunken tug boats raised at the June meeting. The *Captain Al* is well out of the channel. The *Respect* is right on the edge of the channel, and the USCG says it is a potential hazard or obstruction. At the present time, COE does not like the cost-benefit ratio for removing the tug, so the USCG will mark its location with buoys.
- The new colonel in command of the district has expressed an interest in the activities of the HSC and the scheduled meetings have been placed on his calendar for the next year.

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Capt. Bayer asked whether postponed dredging would delay new surveys. **Lawrence** said that the survey would probably be done close to the scheduled dredging.

State Lands Commission Report – Chedsey

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

- He reminded everyone of the biennial Prevention First Symposium to be held in Long Beach September 9 and 10.

Tug Escort Work Group – Capt. Henning

- They will begin work on best practices at their August meeting.

Navigation Work Group – Lundstrom

- **Lundstrom** had chaired the work group while **Capt. Horton** was traveling on business. The last assignment from the Governor's directive was to investigate new navigational tools that might help prevent future incidents like the *COSCO Busan* allision. The work group consulted with the Board of Pilot Commissioners who were pursuing a similar effort. This is reflected in the finding from the work group that were attached to the minutes. **Lundstrom** introduced **Capt. Patrick Moloney**, executive director of the Board.
- **Capt. Moloney** briefly described the technology of the portable pilot units described in the work groups report. **Capt. Moloney** said that everyone believed it was important not to saddle the pilots with an absolute requirement to carry the units because allowances must always be made for difficult local conditions.

Brown asked for a description of the board. **Lundstrom** said that it was seven member body appointed by the governor. It is to include one representative from dry cargo operators and one representative from tanker operators. **Capt. Moloney** said that the board originated in 1850 and is the oldest board in California.

There were no further questions or comments, and **Lundstrom** called for a motion to accept the findings. The motion was made and seconded. The findings were accepted unanimously.

Lundstrom said that the final reports would be sent to the NTSB as well as to member of the California congressional delegation working on new legislation as a result of the *COSCO Busan* allision.

Ferry Operations Work Group --

There was no one present from the work group to report.

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Prevention Through People Work Group – Brown

There was nothing to report.

Lundstrom asked about funds for new printings of educational materials. **Brown** said it did not look likely any time soon. **Capt. Toledo** said that they hadn't been earmarked before the budget deadline. They would push for it after the budget was signed.

PORTS Work Group – Capt. Bayer

- The recent tug allision at the Tesoro Avon dock had damaged instruments in place to meet State Lands regulations. Tesoro was purchasing new instruments to NOAA standards so that they could be plugged into PORTS. The new wind gauge and current meter were to be operational within a month.
- **Capt. Bayer** requested that his report and **Steingbrugge's** PORTS report be sequential on future agendas.

Wilson suggested that State Lands consider that any upgrades or replacements be required to comply with PORTS standards. **Chedsey** said that they could strongly suggest that, but it was unlikely to be required. **Wheaton** said that any effort in this direction would have to be closely coordinated NOAA. They are nearly at capacity for the number of instruments that can be monitored to insure data quality.

Lundstrom thanked **Capt. Bayer** and Tesoro for their active support of the maritime community.

Plan Work Group – Scourtis

- They were gearing up to begin work on the update to the Harbor Safety Plan, which will include best practices, information on local micro-climates, and pollution safety.

Wheaton thanked **Scourtis** for her monthly status reports on the investigations into the *COSCO Busan* allision. He said that NOAA found it very useful.

PORTS Report – Steinbrugge

- One buoy would be ready for deployment in September.
- The new sensor for the Avon dock would be in a temporary mounting to make them easier to maintain.

Capt. Korwatch said that **Steinbrugge** would be sent to Virginia in the near future for training and certification on the systems. She thanked the USCG for the buoy to be deployed in September.

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Public Comment

Damien Green, Bay Area Air Quality Management District (BAAQMD), announced a grant project that includes funds to re-power harbor work craft. If there is great demand, the amount of money could be increased. They have staff available to do outreach to industry groups and they are eager to do it. A grant would cover half the cost of an upgrade from a tier 0 diesel engine to a tier 2 diesel engine. Detailed information can be found at: http://www.baaqmd.gov/pln/grants_and_incentives/gm/index.htm

Capt. Henning announced that the California Maritime Academy would be holding a golf tournament on September 12 to benefit its scholarship fund.

Old Business

There was no old business.

New Business

There was no new business.

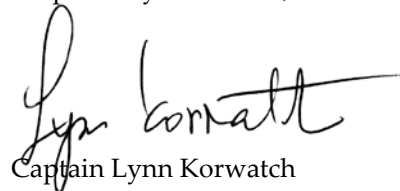
Next Meeting

Steinbrugge said that the next meeting would convene at 1000, September 11, 2008, at the Port of Oakland's 7th Floor Conference Room.

Adjournment

A motion to adjourn was made and seconded. It passed without discussion or dissent. **Lundstrom** adjourned the meeting adjourned at 1142.

Respectfully submitted,



Captain Lynn Korwatch
Executive Secretary

USCG SECTOR SAN FRANCISCO

PREVENTION / RESPONSE - SAN FRANCISCO HARBOR SAFETY STATISTICS

June-08

PORT SAFETY CATEGORIES

TOTAL

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

MARINE POLLUTION RESPONSE

TOTAL

Total Oil/Hazmat Pollution Incidents within San Francisco Bay for Period	45
* Source Identification (Discharges and potential Discharges):	
TOTAL VESSELS	13
Commercial Vessels	0
Public Vessels (Military)	4
Commercial Fishing Vessels	1
Recreational Vessels	8
TOTAL FACILITIES	13
Regulated Waterfront Facilities	2
Other Land Sources	11
UNKNOWN/UNCONFIRMED	19
*Spill Information	
Pollution Cases Requiring Clean-up	11
Federally Funded Cases	2
Oil Discharge and Hazardous Materials Release Volumes by Spill Size Category:	
1. Spills < 10 gallons	6
2. Spills 10 - 100 gallons	2
3. Spills 100 - 1000 gallons	0
4. Spills > 1000 gallons	0
5. Spills - Unknown	37
Total Oil Discharge and/or Hazardous Material release volumes:	108
1. Estimated spill amount from Commercial Vessels:	0
2. Estimated spill amount from Public Vessels:	1
3. Estimated spill amount from Commercial Fishing Vessels:	5
4. Estimated spill amount from Recreational Vessels:	2
5. Estimated spill amount from Regulated Waterfront Facilities:	0
6. Estimated spill amount from Other Land Sources:	100
7. Estimated spill amount from Unknown sources:	0
Penalty Action:	
Civil Penalty Cases for Period	0
Notice of Violations (TKs)	0
Letters of Warning	3

** SIGNIFICANT PORT SAFETY & SECURITY (PSS) CASES **
* A. MARINE CASUALTIES - PROPULSION / STEERING
Marine Casualty - Loss of Propulsion, P/V MARE ISLAND (16 Jun): Vessel suffered a fuel actuator malfunction on the starboard main diesel engine in the vicinity of SFO 41 in San Francisco. Master shut down the starboard engine, remained on course and traveled at a reduced speed with the port engine. Vessel safely disembarked passengers at SFO 41 and got underway with the port engine to Mare Island to conduct repairs. There were no injuries or pollution as a result of the casualty. On 17 Jun the fuel actuator was replaced, the starboard engine was tested satisfactorily, and the vessel was placed back into service.
Navigation Safety - M/V STELLAPRIMA (22 Jun): Vessel reported that it would need to divert from its transit to Panama and enter San Francisco Bay to make repairs to its leaking hydraulic steering ram. An inbound LOD was issued allowing entry to Anchorage 9. Vessel was required to have one licensed engineer and one seamen stationed in the steering gear room with three modes of communication provided at all times during its transit. The transit was required to take place during daylight hours only. On 27 Jun, the repairs were made and the vessel was allowed to depart.
Marine Casualty - Loss of Propulsion, M/V HOEGH TRACER (22 Jun): Vessel reported losing a turbocharger on the port main diesel engine while transiting into San Francisco Bay resulting in reduced propulsion. A COTP order was issued requiring the vessel to proceed to Anchorage 9 with two tugs and make repairs. On 25 Jun the turbocharger was replaced, repairs were completed and the COTP order was lifted.
Marine Casualty - Loss of Propulsion, P/V INTINTOLI (23 Jun): Vessel lost propulsion to its starboard main diesel engine near the Vallejo Ferry Terminal. Master returned to the Vallejo Ferry Terminal, safely disembarked all 170 passengers and took the vessel to Mare Island for repairs. There were no injuries or pollution as a result of the casualty. On 24 Jun a blown cylinder was replaced, the engine was tested satisfactorily, and the vessel was placed back into service.
* B. MARINE CASUALTIES - VESSEL SAFETY CONDITIONS
Marine Casualty - Allision, Tug WILLIAM R and Barge TSG-230 (5 Jun): While being pushed by the tug WILLIAM R, the empty dredge barge TSG-230 allided with the Miller Sweeny Bridge (at Fruitvale Ave in Alameda) while transiting from San Leandro Bay to the Oakland Inner Harbor. The starboard side of the barge made contact with the fendering system, but there was no damage to the barge. The bridge tender was notified immediately and the bridge was checked by the bridge authority. The bridge sustained damage to the rotted wooden fendering system and is currently under repair. There were no injuries or pollution. Drug and alcohol test results were negative.
* C. COAST GUARD - GENERAL SAFETY/SECURITY CASES
General Safety - SOLAS Detention, M/V IST (2 Jun): During a Port State Control examination in Stockton, CA, vessel was detained for numerous deficiencies including an inoperable port and starboard lifeboat, and an inoperable emergency fire pump. On 11 Jun CG inspectors met with the vessel's classification society, reviewed the deficiencies and verified that the emergency fire pump had been repaired. On 14 Jun the vessel's classification society provided CG inspectors with a report stating that all repairs were made to the lifeboats. The detention was lifted, and the vessel was allowed to depart.
* D. COAST GUARD - NAVIGATIONAL SAFETY
Navigation Safety, M/V WORLD TRADER (15 Jun): While transiting into San Francisco Bay, vessel reported an inoperable gyro compass and requested an LOD. A subsequent report from the SF Bar Pilot was received stating that the AIS Bar Pilot plug was inoperable and that both radars were substandard. A COTP order was issued requiring vessel to proceed to Anchorage 8 until repairs were made. On 17 Jun the CG received a classification society report stating that repairs were made to the gyro compass and AIS and that the radars were operating properly. The COTP order was lifted and the vessel was allowed to shift to Redwood City.
Navigation Safety - M/T FOUR SCHOONER (22 Jun): Vessel reported an inoperable 3 cm, x-band radar and was issued an inbound LOD while transiting from Anchorage 9 to Martinez. On 24 Jun, the repairs were made and the vessel was allowed to depart.
SIGNIFICANT INCIDENT MANAGEMENT DIVISION (IMD) CASES:
None.
SIGNIFICANT PORT SAFETY INFORMATION or EXERCISES
None.



San Francisco Bay Region
Tank Vessel Escort Clearing House

c/o Marine Exchange of the San Francisco Bay Region
Fort Mason Center, Building B, Suite 325
San Francisco, California 94123-1308

San Francisco Clearinghouse Report

July 10, 2008

- ❖ In June the clearinghouse did not contact OSPR about possible escort violations.
- ❖ In June the clearinghouse did not receive any notifications of vessels arriving at the Pilot Station without escort paperwork.
- ❖ The Clearinghouse has contacted OSPR 1 time so far in 2008 about possible escort violations. The Clearinghouse called 9 times in 2007, 9 times in 2006; 16 times in 2005; 24 times in 2004; twice in 2003; twice in 2002; 6 times in 2001; 5 times in 2000.
- ❖ In June there were 68 tank vessels arrivals; 1 LPG, 11 Chemical Tankers, 8 Chemical/Oil Carriers, 24 Crude Oil Tankers, 1 Molasses Tanker, 23 Product Tankers, plus 34 tugs with barges.
- ❖ In June there were 324 total arrivals.

San Francisco Bay Clearinghouse Report For June 2008

San Francisco Bay Region Totals

		<u>2007</u>
Tanker arrivals to San Francisco Bay	68	69 <i>(before 2008 barge arrivals were not totaled)</i>
Barge arrivals to San Francisco Bay	34	
Total Tanker and Barge Arrivals	102	
Tank ship movements & escorted barge movements	285	369
Tank ship movements	211	219
Escorted tank ship movements	104	109
Unescorted tank ship movements	107	110
Tank barge movements	74	150
Escorted tank barge movements	31	79
Unescorted tank barge movements	43	71

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

Escorts reported to OSPR 0 1

Movements by Zone	Zone 1	%	Zone 2	%	Zone 4	%	Zone 6	%	Total	%
Total movements	157		270		0		135		562	
Unescorted movements	85	54.14%	142	52.59%	0	0.00%	67	49.63%	294	52.31%
Tank ships	79	50.32%	107	39.63%	0	0.00%	39	28.89%	225	40.04%
Tank barges	6	3.82%	35	12.96%	0	0.00%	28	20.74%	69	12.28%
Escorted movements	72	45.86%	128	47.41%	0	0.00%	68	50.37%	268	47.69%
Tank ships	64	40.76%	101	37.41%	0	0.00%	48	35.56%	213	37.90%
Tank barges	8	5.10%	27	10.00%	0	0.00%	20	14.81%	55	9.79%

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 2008

San Francisco Bay Region Totals

Tanker arrivals to San Francisco Bay	430		<u>2007</u>
Barge arrivals to San Francisco Bay			785 <i>(before 2008 barge arrivals were not totaled)</i>
Total Tanker and Barge Arrivals	430		
Tank ship movements & escorted barge movements	2,229		3,907
Tank ship movements	1,348	60.48%	2,241
Escorted tank ship movements	645	28.94%	1,121
Unescorted tank ship movements	703	31.54%	1,120
Tank barge movements	881	39.52%	1,666
Escorted tank barge movements	401	17.99%	869
Unescorted tank barge movements	480	21.53%	797

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

Escorts reported to OSPR 1 9

Movements by Zone	Zone 1	%	Zone 2	%	Zone 4	%	Zone 6	%	Total	%
Total movements	1,239		2,083		0		1,027		4,349	
Unescorted movements	627	50.61%	1,101	52.86%	0	0.00%	525	51.12%	2,253	51.81%
Tank ships	461	37.21%	698	33.51%	0	0.00%	272	26.48%	1,431	32.90%
Tank barges	166	13.40%	403	19.35%	0	0.00%	253	24.63%	822	18.90%
Escorted movements	612	49.39%	982	47.14%	0	0.00%	502	48.88%	2,096	48.19%
Tank ships	401	32.36%	627	30.10%	0	0.00%	258	25.12%	1,286	29.57%
Tank barges	211	17.03%	355	17.04%	0	0.00%	244	23.76%	810	18.62%

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 10, 2008**

1. CORPS 2008 O&M DREDGING PROGRAM

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

- a. **Main Ship Channel** – Dredging is underway. There are about 9,000 yards of material remaining. This will be dredged as the dredge alternates between the Main Ship Channel and Richmond Harbor. Surveys will be done after the dredging is completed and posted as soon as is possible. **Nothing new to report.**
- b. **Richmond Outer Harbor (and Richmond Long Wharf)** – Hopper dredging began on June 9 and will continue **until July 13 (Sunday).**
- c. **Richmond Inner Harbor** – **The Corps dredged some high spots with the same hopper dredge that is dredging the Outer Harbor.**
- d. **Oakland O & M Dredging** – The Outer Harbor is planned to be dredged in August, with the material going to the Hamilton restoration site. Inner Harbor maintenance dredging will be done along with the deepening of that area (which is on-going). **Nothing new to report.**
- e. **Suisun Bay Channel** – Suisun Bay Channel and New York Slough will be dredged starting in **October this year.**
- f. **Pinole Shoal** - Pinole Shoal will be dredged under the same contract as Suisun. This dredging will begin **in November. (Hamilton contract for O&M material)**
- g. **Redwood City/San Bruno Shoal** – Money is being reprogrammed for this project. Once the money has been reprogrammed, the project will be re-solicited. Dredging will begin after a contract is signed, hopefully early this fall. **Nothing new to report.**

2. DEBRIS REMOVAL **The debris total is 13 tons for June 2008**

Raccoon: 11 tons in 3 days work, to include a sunken vessel off of Echo Buoy in San Pablo Bay. The Raccoon crew is somewhat short handed due to 2 deck hands deploying to Afghanistan and the Chief Engineer retiring soon.

The Grizzly: 2 tons

July	4.00	0.00		4						
August										
September	12.50	0.00		13						
October	16.50	0.00		17						
November	32.00			32						
December	4.50			5						
Jan. 2008	57.00	0.00		57						
Feb	38.00			38						
March	16.50	0		17						
April	35.00	0		35						
May	8.00	10		18						
June	2.00	11		13						
Totals	226.00	21.00	0.00	249						

3. UNDERWAY OR UPCOMING HARBOR IMPROVEMENTS

- f. **Oakland 50-ft Deepening Project** - Deepening of Oakland’s Outer Harbor began on March 16, 2007. Completion targeted for September 2008, for the entire Outer Harbor. The rock pile. The project team has no yet decided what to do with it. It is right now not scheduled to be removed until that part of the Harbor is deepened in October of next year. The rock is presumed to be 6’ and less, and is not considered to be a navigational hazard. The rock does show up in the Alameda side of the channel on recent surveys. **Nothing new to report.**

4. EMERGENCY (URGENT & COMPELLING) DREDGING

There has been no emergency dredging in FY 2008.

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. Key attendees were: regulatory and resource agencies, EBMUD, DOT, CALTRANS, League of Women Voters, reclamation districts, oil companies, and local landowners. The team continues to receive written comments for the EIS/R. This project is moving forward. **Nothing new to report.**

- b. **Sacramento River Deep Water Ship Channel Deepening** Additional Federal money was received in May. The money will be used for more testing and disposal site evaluation. The proposed design depth is -35 feet mean lower low water, plus overdepth.

Nothing new to report.

6. HYDROGRAPHIC SURVEY UPDATE

Address of Corps' web site for completed hydrographic surveys. **New surveys.**

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

Main Ship Channel – Survey was completed in March 2008 and has been posted.

Pinole Shoals – Surveys completed in March and April 2008 have been posted.

Suisun Bay Channel, Bullshead Channel – Surveys dated May 2008 have been posted.

Suisun Bay Channel – **Surveys dated April 2008 have been posted.**

Redwood City – Surveys completed in February 2008 have been posted.

San Bruno Shoal – Surveys completed in February and March 2008 have been posted.

Oakland Outer Harbor – **Surveys dated May/June 2008 have been posted.**

Southampton Shoal and Richmond Long Wharf – Surveys completed in February 1-2, 2008 have been posted.

Richmond Inner Harbor: Surveys completed in April 2008 have been posted.

North Ship Channel: Surveys completed 12-13 and 20-21 March 2008 have been posted.



DEPARTMENT OF THE ARMY
SAN FRANCISCO DISTRICT, U.S. ARMY CORPS OF ENGINEERS
1455 MARKET STREET
SAN FRANCISCO, CALIFORNIA 94103-1398

FEB 05 2008

Executive Office

Honorable Barbara Lee
Representative in Congress
1301 Clay Street, Suite 1000N
Oakland, California 94612

Dear Ms. Lee:

This is to inform your office of the results of our investigation regarding the sunken tugboat *Respect*. As you know we previously responded to your letter dated June 26, 2007, regarding this ship and outlined our investigation process. In your letter you reference Ms. Marina V. Secchitano, Regional Director of the Inlandboatmen's Union of the Pacific, SFR, request for assistance with potential removal of the sunken tugboat *Respect* because of their concern that the sunken tug "makes the navigation of water vessels dangerous." The letter goes on to express the union's request to "see the issue resolved as soon as possible for the benefit of all people who currently utilize the waterways." Our response letter dated August 7, 2007, outlined our procedure to determine any action recommendation in accordance with Army Regulation and Policy. Pursuant to Engineering Pamphlet (E.P.) 1130-2-520 and Engineering Regulation (E.R.) 1130-2-520.

As described in ER 1130-2-520, USACE commands have the responsibility for civil works navigation functions and management of sunken vessels within navigable waters of the United States. USACE Policy requires my office, in coordination with the appropriate US Coast Guard (USCG) district, to make a determination on how to manage sunken vessels or other obstructions and/or hazards to navigation. Removal is discretionary and not mandatory. There are three factors to include (1) safety risk hazard to navigation determination, (2) economic impact analysis, and (3) cost estimate for removal of the sunken vessel. An additional constraining factor is if these determining factors indicate that the sunken vessel should be removed, and the contract cost to remove the wreck exceeds the District threshold authority of \$100,000, the District will need to obtain approval from Headquarters USACE to remove the sunken vessel.

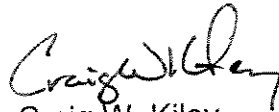
After careful analysis of the three factors we determined that the Tugboat *Respect* does not constitute a hazard or potential hazard to navigation. This analysis was accomplished by conducting a hazard determination and a risk assessment in the context of other alternative measures to reduce risk, taking into consideration the estimated cost of removal. Based on this analysis, we concluded that the record does

not support moving or removing the wreck. As with other wrecks throughout the country, the National Oceanic Atmospheric Administration (NOAA) is charting the wreck and the Coast Guard has agreed to maintain the buoys marking the location of the wreck.

Our conclusion is independently supported by United States Coast Guard (USCG) letter dated 7 May 2007 to the undersigned officially designating the sunken vessel *Respect* to not be a Hazard to Navigation. Instead they consider the sunken vessel to be a "potential hazard to navigation" and a "potential obstruction to navigation." Moreover, the USCG has not declared the vessel to be in an emergency status. Also, no accidents have occurred since April and vessel traffic patterns in the area appear to be minimally affected. Therefore, it is reasonable to assume the sunken boat does not pose a significant safety hazard to navigation.

I hope this information will be of assistance to you in addressing your constituent's concerns. A copy of the full Action Determination Recommendation Memorandum for Record can be obtained upon request. If you have any questions, please feel free to contact me at (415) 503-6700, or Derrick Dunlap, Deputy, Operation & Readiness Division, at (415) 503-6772, or Mike Dillabough, Chief Operations and Readiness Division at 415-503-6770.

Sincerely,



Craig W. Kiley
Lieutenant Colonel, US Army
Commanding



CALIFORNIA STATE LANDS COMMISSION

HARBOR SAFETY COMMITTEE MONTHLY REPORT - JUNE COMPARISON

VESSEL TRANSFERS

	Total Transfers	Total Vessel Monitors	Total Transfer Percentage
JUNE 1 - 30, 2007	276	120	43.48
JUNE 1 - 30, 2008	257	135	52.53

CRUDE OIL / PRODUCT TOTALS

	Crude Oil (D)	Crude Oil (L)	Overall Product (D)	Overall Product (L)	GRAND TOTAL
JUNE 1 - 30, 2007	15,058,000	0	21,705,500	11,773,915	33,479,415
JUNE 1 - 30, 2008	14,785,000	0	20,218,935	14,087,323	34,306,258

OIL SPILL TOTAL

	Terminal	Vessel	Facility	Total		Gallons Spilled
JUNE 1 - 30, 2007	0	1	0	1	V	Lube Oil / 4 gals
JUNE 1 - 30, 2008	0	0	0	0		

*** 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.

NAVIGATION WORK GROUP

From: Bruce Horton, Work Group Chair
Subject: Work Group Report on the Use of Navigational Tools
Date: July 3, 2008

Introduction

In response to the Cosco Busan oil spill incident, Governor Schwarzenegger directed a state investigation into the causes of and response to the oil spill. The directive outlined a number of issues to ensure “any action necessary to prevent this from ever happening again.” OSPR tasked the Harbor Safety Committee (HSC) of the San Francisco Bay Region to “analyze the navigational safety-related issues of the Governor’s directive and make appropriate recommendations regarding the prevention aspects of the incident.”

The HSC Work Groups addressed the issues raised in the Governor’s directives based on information available, noting that the National Transportation Safety Board (NTSB) report on the cause is not expected to be completed until autumn 2008, and the State Board of Pilot Commissioners Accusation (Case No. 07-01) of the pilot is scheduled for hearing before an Administrative Law Judge beginning September 2, 2008. Other investigations are focused on oil spill response efforts.

To date the Navigation Work Group completed recommendations to the HSC related to large vessel transit of the San Francisco Bay Region as well as the speed of large vessels the region during periods of reduced visibility.

To respond to the Governor’s directive to develop recommendations regarding the use of advanced technology to aid in navigating San Francisco Bay, the HSC agreed to coordinate with the Board of Pilot Commissioners (BOPC). The Navigation Work Group met June 27, 2008, to develop its recommendations to the HSC, based upon the adopted recommendations of the Board of Pilot Commissioners.

Note: the following findings and recommendations should be considered preliminary, as not all evidence was accessible. As new information becomes available, the Harbor Safety Committee may revisit or address other policy implications.

Background

In response to the Cosco Busan incident, the Governor directed OSPR to investigate the potential role of navigational technology in reducing the risk of vessel collisions in the San Francisco Bay Region. The HSC Navigation Work Group agreed to coordinate its review of the subject with the work of the San Francisco Board of Pilot Commissioners, which formed a Navigation Technology Committee to develop recommendations for the enhancement of pilots’ ability to safely navigate using shipboard and portable electronic navigation systems.

Over the course of several months, in investigating different types of navigation systems found on ships calling on the San Francisco Bay Area and the sufficiency of pilot training in the use of such systems, the BOPC Technology Committee considered presentations by experts in navigation technology and in the education of mariners in the use of the technology. The committee also evaluated portable electronic navigation chart systems that can be brought aboard by pilots, various comprehensive reports on their use, liability issues and interface with shipboard equipment and how portable pilot units are regulated in other jurisdictions.

Work Group Discussion

The HSC Navigation Work Group met June 27, 2008 to review the recommendations adopted by the BOPC and to develop recommendations to the Harbor Safety Committee.

The Work Group noted that prudent mariners rely on an array of informational sources when navigating, including paper charts, electronic charts, Army Corps of Engineers charts, USCG Notices to Mariners, etc. Portable electronic navigation chart systems that can be brought aboard by pilots, or Portable Pilot Units ("PPUs"), are an additional navigational tool proposed to be carried by BOPC-licensed pilots in San Francisco Bay. These units cannot supplant onboard systems; however, their use is appropriate in the Bay due to its variety of microclimates and periods of dense fog.

To further navigational safety, the Work Group agreed to support international efforts to standardize symbols used on onboard charts. Confusion can result when piloting the more than 900 different ships that transit the Bay, many of which carry different charting systems featuring proprietary symbology. Future training of Board-licensed pilots will include the symbology used on different charts.

Conclusion

In discussing issues related to the use of advanced navigational technology systems, the Navigation Work Group found that Portable Pilot Units are an additional tool of value to increase navigation safety in the Bay Region, along with enhanced training of Board licensed pilots in advanced electronic navigation systems.

Recommendation to the Harbor Safety Committee

The Work Group recommends the Harbor Safety Committee:

1. Urge the Board of Pilot Commissioners to work with the San Francisco Bar Pilots to incorporate in the Pilot training program enhanced training in advanced electronic navigation systems, providing exposure to a greater number of systems and variety of presentations, as a near-term priority.

2. Support adoption by the Board of Pilot Commissioners of a regulation to require that pilots licensed by the Board be equipped with, and trained in the use of, portable electronic navigation equipment, commonly known as Portable Pilot Units ("PPUs"). The regulation should require that pilots be equipped with PPU's at all times while piloting except when the pilot deems that embarking on or disembarking from a vessel while carrying a PPU may present an unacceptable safety hazard to the pilot or when circumstances would prevent its use.

Such PPU's shall, at a minimum, have the following capabilities:

- (a) Displaying approved electronic navigation charts (ENCs) issued by the cognizant U.S. government authority;
- (b) Displaying the vessel's position and heading on such ENCs to the accuracy required by the International Maritime Organization (IMO) for Automatic Identification Systems (AIS); and
- (c) Displaying other navigational information as provided through the vessel's AIS pilot plug.

Investigations into Causes of and Response to Cosco Busan Oil Spill

July 10, 2008 Update

Linda Scourtis, BCDC

State Government Inquiries

State Board of Pilot Commissioners

1. Through the Incident Review Committee (IRC), the Board investigates actions on the part of the pilot that may have contributed to the incident. The board will work with the HSC work group as it also considers lessons learned from the incident.

Update: Pilot retired effective October 1, 2008.

Executive Director: Capt. Pat Moloney, 415.397-2253

2. Established a standing Navigation Technology Committee. The purpose is “to investigate the different types of navigation systems generally found on ships calling on the San Francisco Bay Area and the sufficiency of pilot training in the use of such systems; to evaluate lap top computers, GPS units and other portable electronic chart systems that can be brought aboard ships by pilots to assist in navigation...The committee shall establish a dialogue with the Harbor Safety Committee and its cognizant subcommittees in the exchange of relevant information.”

Update: HSC Navigation work group reviewed BOPC recommendations and delivered its report to the HSC for a vote July 10.

Governor’s Investigation into causes of and response to the oil spill

The Governor has directed OSPR, in coordination with the Governor’s Office of Emergency Services and the Department of Fish and Game, to review procedures and identify areas for improvement including prevention, preparation, response, notification, and cleanup; assess natural resource damage and the associated economic impact to fishermen, small businesses and state and local economies; assess environmental damage to water and beaches; identify the best ways to return the environment to its natural state.

Update: SF Harbor Safety Committee forwarded findings of PORTS work group to OSPR Feb 1, 2008. HSC reports containing Tug Escorts, Prevention through People and Navigation Work Group recommendations submitted to OSPR March 19 and 20, 2008. Ferry Operations Work Group recommendations on ferry routing in the Central Bay forwarded to OSPR May 21, as were recommendations by the Navigation Work Group on speed and crew staffing. Navigation Work Group report on pilot use of portable navigation tools submitted for HSC vote July 10.

California State Legislature

State Assembly special hearing on spill response held in Emeryville November 15, 2007. State Senate Joint Informational Hearing of Natural Resources and Governmental Organization subcommittees held a special hearing November 30, 2007, on the state response to the spill.

The following bills related to navigational issues that may be of interest to the Harbor Safety Committee have been introduced in the State Legislature in response to the Cosco Busan spill:

SB 1217, Yee, would add Section 1157.5 to the Harbors and Navigation Code, to require the Board of Pilot Commissioners to submit an annual report to the Legislature, beginning February 2010, that provides information on each pilot and trainee, vessel movements, investigations of reported incidents, and the financial status of the Board of Pilot Commissioners. Sponsored by the SF Bar Pilots Association and supported by PMSA. Amended May 6, 2008, to include stronger language regarding incident reports and additional fiscal reporting requirements tied to the passage of SB 1627.

Passed Senate April 21; to Assembly.

SB 1627, Wiggins, would place the Board of Pilot Commissioners under the direct oversight of the Business, Transportation and Housing Agency, as opposed to its current independent status. The Department of Finance is required to complete Finance and Performance Audits of the Board by the end of 2009, with BT&H comments on any recommendations included in the audits due within six months of completion. The bill also clarifies that all additional state administrative costs will be borne by the Board Operations special fund and creates new special funds for pilot and trainee training. Sponsored by PMSA and supported by the SF Bar Pilots Association, Save the Bay, the Ocean Conservancy and the California Trade Coalition.

Passed Senate May 8; to Assembly.

AB 2032, Hancock, would amend Section 4670.40 of the Government Code to increase the Oil Spill Prevention and Administration Fee (OSPAF) maximum from \$0.05 to \$0.08 per barrel, and amend Section 46012 of the Revenue and Taxation Code to adjust annually for inflation the Oil Spill Response Trust Fund.

Passed Assembly May 28, 3008; to Senate.

AB 2441, Lieber, would amend Section 8670.17.2 of the Government Code to require the OSPR Administrator to adopt regulations governing tug escorts for vessels carrying hazardous materials entering, leaving or navigating state harbors.

Passed Assembly May 28, 3008; to Senate.

The HSC Tug Escorts Work Group is working with Baykeeper to refine the list of hazardous cargoes.

Other Organizations

San Francisco Bar Pilots

The San Francisco Bar Pilots internal review of its policies and procedures as well as of the Harbor Safety Committee Safety Plan will produce recommendations to improve shipping safety. The pilots will work with the HSC work group to inform our efforts.

Update: The HSC included in its March 19, 2008, report to OSPR, “Guidelines for Navigating in Reduced Visibility” developed primarily by the Bar Pilots and Coast Guard. The Guidelines apply to specific “Critical Maneuvering Areas” in the Bay.

Capt Pete McIssac: 415.362-5436

Federal Government Inquires

National Transportation Safety Board (NTSB)

Will consider equipment and navigation systems as well as human error in looking into the cause of the accident: the performance of the master, pilot and crew, as well as the operation and maintenance of equipment and navigation systems. A second focus of the NTSB investigation is on the response to the spill.

Public hearing held April 2008. Investigation complete; in analysis phase. Report expected Fall 2008.

U.S. Coast Guard: Incident Specific Preparedness Review (ISPR)

Will evaluate the effectiveness of the Coast Guard's oil spill response and communications efforts, as well as the overall preparedness system. The following are the investigating agencies: San Francisco, OSPR, Pacific States-British Columbia Oil Spill Task Force, Baykeeper, PMSA, NOAA and the USCG. *Chair: Rear Admiral Carlton Moore, Ret.*

Update: An initial report was released January 28, 2008, which concentrated on the first two weeks of response to the spill (<http://uscg.mil/foia/CoscoBuscan/CoscoBusanISPRFinal.pdf>). The final report will expand on some Phase I focus issues and add some that extend beyond the first two weeks of the incident.

Final report released May 16, 2008, available at <http://www.uscg.mil/FOIA/CoscoBuscan/part2.pdf>

Congressional Inquiry

Special Senate briefing with the USCG spill response was held in Washington, D.C., November 14, 2007. Special hearing on the Coast Guard spill response held by the House Subcommittee on Coast Guard and Maritime Transportation in San Francisco November 19, 2007. The congressional panel focused on a number of issues, including what caused the ship to hit the bridge, whether there were adequate communications and equipment on board, and why there were delays in reporting the spill and its severity.

Further inquiry into preparation for and response to the spill was conducted by the Department of Homeland Security Inspector General. IG's review of the U.S. Coast Guard's response to the allision, dated April 9, 2008 found at: http://www.dhs.gov/xoig/assets/mgmt/rpts/OIG_08-38_Apr08.pdf.

Federal legislation to require pilots to carry their own navigational laptop computers while piloting a vessel, to raise liability limits for cargo ship owners to cover cleanup costs and damages, and for double hulling of cargo ships proposed in Congress.

S. 2430, Boxer/Feinstein ("Maritime Emergency Prevention Act of 2007"), would authorize the VTS to command the pilot of a vessel to modify the speed or direction of a vessel in an emergency or hazardous conditions as determined by the VTS director. Also would require a federally licensed pilot to carry and use a laptop computer equipped with a navigation system where determined by the pilotage authority that a computer is practical and necessary.

The HSC voted on March 13, 2008, to accept the Prevention through People Work Group's recommendation that no additional authority be proposed for the Coast Guard to regulate shipping and control vessel movements, recognizing that the best skills for maneuvering a vessel originate from onboard the vessel itself, and not from the Vessel Traffic Service. Transmitted to OSPR March 20.

The HSC stated in comment letters dated April 17, 2008, to Senators Boxer and Feinstein, that no additional Coast Guard VTS authority is needed.

Additionally, the HSC Navigation Work Group reviewed recommendations adopted by the Board of Pilot Commissioners regarding use of portable navigation systems and sent a report to the HSC for a July 10 vote.

2699, Lautenberg/Boxer/Cantwell (“Oil Spill Prevention Act of 2008”), would require new vessels (contracted for construction after the date of enactment of the Act or delivered after August 1, 2010), with an aggregate capacity of 600 cubic meters or more of fuel oil to have double hulls, oil fuel being defined as “oil used as fuel in connection with the propulsion and auxiliary machinery of the vessel in which such oil is carried.”

S. 2841, Feinstein (“Marine Emergency Protocol and Hull Requirement Act of 2008”), would amend the Oil Pollution Act of 1990 to require new cargo ships over 5,000 gross tons to have a double hull protecting their fuel tanks by 2010, and existing ships to be retrofitted by 2024. The bill also would direct the Coast Guard to assume direct authority of all vessels during adverse conditions, or "enhanced danger" situations, such as an act of war or terrorism, low visibility, or after a large oil spill or hazardous materials discharge.

H.R. 5428, Tauscher/Woolsey/Filner (“Vessel Navigation and Safety Improvement Act”), would direct the Coast Guard to issue regulations requiring pilots of vessels 300 gross tons or greater to carry and utilize a portable electronic device that is equipped for navigational purposes and capable of connection to AIS, and require pilot training on such devices.

As stated above, the HSC Navigation Work Group forwarded its recommendation regarding portable navigation systems for a July 10 vote by the HSC.