



of the San Francisco Bay Region

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

HARBOR SAFETY COMMITTEE OF THE SF BAY REGION

Thursday, August 8, 2002

Port of San Francisco, Pier 1, San Francisco, CA

Capt. Grant Stewart, American Ship Management, called the public meeting to order at 10:05 and welcomed those in attendance. The Secretariat confirmed the presence of a quorum. The following committee members or alternates were in attendance. **Dave Adams** (alternate for Len Cardoza), Port of Oakland; **Denise Turner** (alternate for John Davey), Port of San Francisco; **Tom Wilson**, Port of Richmond; **Nancy Pagan**, Port of Benicia; **Margot Brown**, National Boating Federation; **Doug Lathrop**, ChevronTexaco; **Rich Smith** (alternate for Margaret Reasoner), Westar Marine Services; **Michael Beatie**, Golden Gate Bridge District, Ferry Division; **Capt. Larry Teague**, San Francisco Bar Pilots; **Joan Lundstrom**, Bay Conservation and Development Commission. Also present were U. S. Coast Guard representatives **CDR Steven Boyle** and **LT Ross Sargent** (MSO) and **CDR David Kranking** (VTS); U. S. Army Corps of Engineers representatives, **Roger Golden** and **David Dwinell**; OSPR representative, **Al Storm**; NOAA representative, **CDR Steve Thompson**; State Lands Representative, **Ken Leverich**, 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 7-11-02 meeting. **T. Wilson**: Listed in attendance paragraph, **John Davey** represents the Port of San Francisco and **David Dwinell** appears twice. **Dave Adams**: Page 3, line 11, State Lands Commission Report, "The study will look at various treatment options on board, offshore and at the terminals." and the spelling of "bittern". MOTION by **L. Teague**, seconded by **M. Brown**, to "approve the minutes of the 7-11-02 meeting as corrected." Motion passed without objection.

The Chair announced the recent appointment of **Captain Larry Hereth** to Rear Admiral. He expects to stay in San Francisco another six months. **L. Korwatch** added that a party will be held on the Jeremiah O'Brien when the Captain knows his schedule.

USCG COTP'S REPORT, R. Sargent. (1) **R. Sargent** introduced the Executive Officer, MSO, **CDR Steven Boyle**, who would like to tap into the HSC during **L. Hereth's** transition. (2) A written report of port operations statistics for pollution response and investigations and significant port safety events for the period July 1, 2002 through July 31, 2002 is made a part of these minutes. (3) **D. Kranking** reported that the expansion of VTS beyond Pt. Reyes has been a success. VTS doesn't have radar surveillance in the extended area but inbound vessels are required to check-in forty miles out and outbound vessels maintain radio contact until they have passed the forty mile point. In addition, VTS broadcasts offshore traffic reports, primarily for the benefit of the fishing fleet, twice an hour at fifteen minutes before and after the hour. As noted in the COTP's Report, there was an incident involving a collision in the past month.



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However, on a positive note, in a separate situation that occurred west of Pt. Reyes, a fishing vessel called VTS concerned about a container ship bearing down on it. Visibility was less than one nautical mile. VTS put the two vessels in contact with one another and they made safe maneuvering arrangements. In another case, due to communications problems, two vessels beyond the Precautionary Area did not pass one another as arranged, but did pass at a safe distance. The Ports and Waterways Safety System coming in the next couple of years may include an additional radar site at Pt. Reyes. **Pete Bonebakker**, Phillips 66 Company: IMO has published standard terminology for communications. **D. Kranking**: During investigation, communication is often determined to be a contributing factor in incidents. (4) **D. Kranking** announced that August 22nd is the official 30th anniversary of the establishment of VTS, subsequent to the collision of two Standard Oil tankers in SF Bay. VTS will host a 30th anniversary celebration and customer appreciation event on 9-20-02 at 12:00 at VTS.

CLEARINGHOUSE REPORT, A. Steinbrugge. A written report with statistics for the month of July, 2002 is made a part of these minutes. There were two calls to OSPR in July, both involving tug and barge transits, for a total of two calls year-to-date. There were six calls in 2001 and five in 2000.

OSPR REPORT, A. Storm. (1) The application period for the opening on the HSC for the position of tanker representative closes on 8-23-02. (2) On 9-9-02 OSPR will host a meeting of California HSC chairs and secretariats in Long Beach. Any issues should be relayed to **G. Stewart**. (3) The off-loading project to remove oil from the LUCHENBACH will be completed mid-September. There have been several occasional small spills as a result of the off-loading. Clean Bay has a vessel stationed on-site to respond. (4) SB 849, sponsored by OSPR to increase funding, passed out of the Assembly Appropriations Committee and moves to the Assembly floor. Since the bill was amended in the Assembly, it will go back to the Senate floor before it goes to the Governor. When OSPR was created in 1990, funding was supported by a \$.04 per barrel fee. Through the mid-nineties, OSPR operated with a balanced budget. In most recent years, OSPR has been operating on reserves and cutting costs. Initially, SB 849 language sought to increase the fee to \$.06 per barrel. Negotiations with those opposed to the bill, WSPA and PMSA, resulted in language to raise the fee to \$.05 a barrel. Operators of non-tank vessels required to have a certificate of financial responsibility will pay \$2,500 per vessel every two years. When a cost-of-living clause to mirror inflation was removed from the bill in negotiations, WSPA and PMSA dropped their opposition. Question: How are the fees collected? **A. Storm:** The Board of Equalization collects the per-barrel tanker fees through the terminal operators. The \$2,500 fee on non-tank vessels will be collected through the certificate of responsibility application process. Under the \$.04 per barrel fee system, OSPR provided services to process certificate of financial responsibility applications and oil spill contingency plans, conducted drills and exercises and maintained a database gratis. With the passage of SB

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849, these services will now be paid for. **R. Smith:** Will non-tank vessels with a small amount of petroleum, like barges, pay a prorated fee? **A. Storm** indicated that he is unaware of existing language to allow proration. **John Berge**, PMSA: There is language in the bill that allows the Administrator to employ a sliding scale the same as is now done for the certificates of responsibility. (5) **L. Teague**: Reports have indicated that cargo is moved to access oil on the LUCHENBACH. How is this done? **A. Storm:** When possible, crews try to drill through the side of the ship, using steam or a heater because the oil is viscous. There were some spills through vents which have now been sealed, but cargo is blocking access to some areas. **S. Boyle:** In many cases the cargo is corroded and solidified. Crews have had to tunnel through to get to vents and seal them off. **M. Beatie:** If the cost gets too high, will the project be abandoned? **A. Storm:** The reality is that they are not going to get all the oil. OSPR staff is meeting tomorrow to determine what percentage of recovery is acceptable and submit a recommendation to the CG. **S. Boyle:** One option is to get all the oil you can out and entomb the rest, as has been done with other sunken ships. (6) **A. Storm** introduced **Norman Fastercast**, Senior Consultant to Assemblyman Lowenthal, who is involved with MTS.

NOAA REPORT, S. Thompson. In the past month, eight electronic charts have been put online and are downloadable with S-57 chart standard software. Contact **S. Thompson** if you need help downloading them.

COE REPORT, D. Dwinell. Question: Has the COE met with the Pilots to discuss Pinole Shoal? **E. Dohm:** Yes. The status will remain unchanged until next year. **D. Dwinell** agreed, unless there is some activity that substantially changes things. Question: Was there any reaction to the HSC letter? **D. Dwinell:** No. **Tom Marnane**, Bay Planning Coalition: Last month the SFBP threatened to not take a ship into Oakland because of silting. The COE came in and dredged 1400 sq. yds. Are there any plans to prevent this from happening in the future? **D. Dwinell:** The COE has a contract with Dutra and held a pre-construction conference yesterday. The COE dredges the Oakland Channel once a year. This is the time of year when that contract is issued.

STATE LANDS COMMISSION REPORT, K. Leverich (1) This was a routine month. State Lands staff spent two weeks assisting **George Smith** of the Smithsonian Institute on a ballast water sampling project. He thanks the port and terminals for their cooperation. (2) There was only one small spill in the past month, ten gallons of bilge. (3) The State Lands customer service meeting held on 6-31-02 was a success. (4) **K. Leverich** is looking for volunteers to participate on the industry side on the MTS Environmental Sub-Committee he chairs. **A. Storm** and **N. Salcedo** currently sit on the sub-committee. (5) The Prevention First Symposium will be held in Long Beach September 10-11. Question: When is the next MTS meeting? **L. Korwatch:** Meetings will be held on the third Thursday of the month, rotating between the Port of San



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Francisco and the Port of Oakland. The next meeting is scheduled for 8-15-02 at 10:00 at the Port of San Francisco. Four sub-committees have been established to address issues: environmental (chaired by **K. Leverich**), infrastructure (chaired by **T. Marnane**), competitiveness (chaired by **Peter Ford**, Maersk), and port security/safety (chaired by Coast Guard representatives). On 10-12-02 the California Maritime Academy will hold a homecoming open house and barbecue and celebrate the groundbreaking of the new technology center, beginning at 11:00. On 10-13-02 the CMA training ship will be on the bay to see the Blue Angels during fleet week festivities. Some berths will be available. Information on both of these events can be found on the CMA website.

NAVIGATION WORKGROUP REPORT, L. Teague. The COE Report covered workgroup issues. **E. Dohm** reported that the pilots met with the COE twice last month. The response was good and there will be a cooperative effort on dredging issues. Progress is being made and pilots will have input.

UNDERWATER ROCKS WORKGROUP REPORT, D. Adams. **L. Cardoza's** report was distributed and is made a part of these minutes. Last HSC meeting there was a question about money spent on the project. \$1,879,000 federal money is budgeted and \$1,879,000 non-federal money (State Lands). To-date federal funds spent, \$701,000; non-federal \$1,178,000. The next group meeting is scheduled for 8-22-02 at 10:00 in State Lands' Hercules office. HSC members noted a possible conflict with a Prevention Through People meeting scheduled for the same time and place. **D. Kranking** noted that **David Patterson** sent out an e-mail this morning suggesting the meeting be postponed until September, after the probability study has been completed. Question: Will Dutra do advance maintenance dredging in the Oakland Main Channel? **D. Adams**: Yes. It should cover some of the type of emergencies discussed earlier. **D. Dwinell**: Maintenance dredging was done twice in Suisun last year; none so far this year. **L. Teague** responded to earlier comments about the Maersk incident mentioned earlier as the pilots "threatening not to take vessels to Oakland". He stated that if there isn't enough water to float the vessel, the pilots can't take it in. **T. Marnane** agreed that the pilots had no choice.

FERRY OPERATIONS WORKGROUP REPORT, N. Pagan. No report.

PREVENTION THROUGH PEOPLE WORKGROUP, M. Brown. Unless there is a conflict, the group's next meeting is scheduled for 8-22-02 at 9:30 at the State Lands office in Hercules. Thanks to the efforts of **A. Storm**, the Department of Fish and Game's video department is interested in developing a 'sharing the waters of SF Bay' video. Anyone with input on the content and shooting schedule should attend the 8-22-02 meeting. There is a good assortment of people attending, but no one representing tug or ferry interests. It's important to participate sooner, rather than later. The plan is to begin shooting this fall in good weather so the

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video can be distributed in April at the beginning of the recreational boating season. **J. Lundstrom** suggested the PTP circulate an outline of the plans for the video at the next HSC meeting. **M. Brown** agreed to try to develop a brief rundown for the next HSC meeting, but noted that the script is a work in progress and anyone interested should attend the meeting. The workgroup has the Charleston video on 'sharing the water', but is going in a different direction. The group has also gotten a copy of the SFBP video. Anyone else who has videos, recent or ancient, which are in the public domain is encouraged to submit them. **L. Korwatch**: It would be good to move the schedule up, in order to have a rough cut or segment for presentation at the National HSC meeting in mid-March. **M. Brown**: Will have something after filming the big Boat Series September 11th – 15 and the tall ships on 8-25-02. **L. Korwatch** noted that last year **D. Kranking** made an impressive presentation on Opening Day traffic on the bay that would effectively demonstrate SF Bay traffic, especially if the bay were first shown without the recreational boats and then with them added.

TUG ESCORT WORKGROUP REPORT, J. Lundstrom. The workgroup will meet on 8-27-02 from 10:00 to 12:00 at State Lands in Hercules. The focus will be on the continuing issue of chemical tankers.

PORTS FUNDING WORKGROUP, L. Korwatch. With **M. Gallagher's** help, the white paper outlining what PORTS is and who uses it has been completed. **S. Merritt** will be scheduling a meeting soon. Question: Will **L. Korwatch** be attending the Department of Boating and Waterways meeting in September? **L. Korwatch**: Yes, the Director, **Ray Tsuneyoshi**, has requested a presentation on PORTS.

PORTS REPORT, A. Steinbrugge. The status of the system is the same as last month. The Benicia current meter is still on track to be installed when the manufacturer solves some problems with the prototype; no earlier than the end of September. Question: What is the problem with the Oakland sensor? The tower was bumped and cut in two. **A. Steinbrugge** now has a 30' tower in SF and needs a way to get it to Oakland. **D. Adams** offered to help transport it by water.

OLD BUSINESS, A. Steinbrugge: The Harbor Safety Plan update is on the website. Hard copies will be in the mail to HSC members and alternates soon.

NEW BUSINESS. (1) **L. Korwatch** provided an overview of MTS. The group met in July at the Port of Oakland, with about fifty people in attendance. The goal of the MTS initiative is to strengthen maritime transportation of goods. This means not just looking at ships, but at infrastructure, including rail and air. Four sub-committees were established as discussed earlier. The task before the group was to identify potential participants. Rail and air systems get money;

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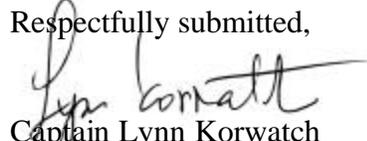
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the Maritime end needs greater visibility. Approximately 6% of the gross domestic product is the result of maritime trade. The California Congressional Delegation is 54 strong and a huge voice, but currently most of the money stays east of the Mississippi. Northern and Southern California MTS have some common goals and some different issues. On 9-1-02 representatives of the Northern and Southern California MTS groups will meet for the first time. Together these groups will work to identify what California needs and create a strong voice in Sacramento and Washington, DC, providing legislative representatives with what they need to speak for the California maritime community. **Norman Fassler-Katz** will funnel the work of the California group to the national group. Participation is encouraged. Scheduled meetings of the Northern California MTS group: 8-15-02, 10:00, Port of San Francisco; 9-19-02, 10:00, Port of Oakland; 10-17-02, 10:00, Port of San Francisco; 11-21-02, 10:00, Port of Oakland. (2) **A. Storm**: In answer to an earlier question regarding SB 849, the language currently in the bill does allow the Administrator to reduce the fee for non-tank vessels determined to present a lesser risk.

The next meeting of the HSC will be held at 1000 hours at the Port of Oakland on 9-12-02.

MOTION by **L. Teague**, seconded by **T. Wilson**, "to adjourn." Meeting adjourned without objection at 1125.

Respectfully submitted,



Captain Lynn Korwatch
Executive Secretary

**USCG Marine Safety Office San Francisco Bay
Port Operations Statistics
For 1 to 31 July 2002**

PORT SAFETY:	TOTAL
• SOLAS Interventions/COTP Orders:	5
• Propulsion Casualties	1
• Steering Casualties:	1
• Collisions/Allisions:	1
• Groundings	1

POLLUTION RESPONSE:	MSO
Total oil pollution incidents within San Francisco Bay for the month:	32
▪ Source Identification; Discharges and Potential Discharges from:	
Deep Draft Vessels	0
Facilities (includes all non-vessel)	4
Military/Public Vessels	4
Commercial Fishing Vessels	3
Other Commercial Vessels	0
Non-Commercial Vessels (e.g. pleasure craft)	5
Unknown Source (as of the end of the month)	16
▪ Spill Volume:	
Unconfirmed	18
No Spill, Potential Needing Action	0
Spills < 10 gallons	9
Spills 10 to 100 gallons	4
Spills 100 to 1000 gallons	0
Spills > 1000 gallons	1

Significant Cases:

1 - 31 JUL – S/S JACOB LUCKENBACH Oil recovery operations continue on the shipwreck. Anticipated completion date in mid September.

03 JUL - TAI HUA HAI Stockton Deep Water Channel , Momentary losses of steering and propulsion. Able to regain both systems. Issued a COTP order to anchor at A-8 and have surveyor test systems before getting u/w.

08 JUL – M/V PIN TAIL (CY) ruptured starboard bottom ballast tank when a front loader fell into hold. Rupture caused tank to leak into hold, flooding the hold. COTP order issued ordering vessel to remain at port until a class society surveyor inspects the damage, provides a damage report, and submits a repair plan. Repairs were made and COTP order was rescinded.

12 JUL – M/V WADI ALRAYAN (EG) has a history of bringing in stowaways as well as crewmembers absconding while in port. COTP deemed it necessary to order vessel not to enter port without an approved security plan. COTP order was issued ordering vessel to remain off shore. Received security plan from vessel that was approved. COTP order was rescinded. Vessel was boarded with no problems encountered.

USCG Marine Safety Office San Francisco Bay
Port Operations Statistics
For 1 to 31 July 2002

Significant Cases (Cont):

18 JUL – T/V ORION VOYAGER (BF) flooded steering gear space rendering emergency fire pump inoperable. Vessel requested to shift to Anchorage 9 from berth until repairs can be made. COTP order issued allowing vessel to move to anchorage 9, but not to move until repairs have been made. Repairs were made and COTP order was rescinded.

21 JUL - F/V HUSKY (US) was intentionally grounded approximately 100 ft west of Palo Marin Beach just north of Bolinas Point. OSLTF has been opened, and contractor hired to salvage vessel. Eighty gallons of diesel was spilled and the debris was cleaned by the salvage company. No injuries to personnel.

24 JUL - M/V DAIO ANDES (PN) and F/V RELIANCE (US) collided approximately 10nm west of Bodega Bay. Although F/V master initially refused medical treatment for broken ribs, MSO SFB Investigators declared event a Serious Marine Incident and prompted marine employers to conduct alcohol/drug testing for involved parties. Master of F/V RELIANCE suffered worsening physical condition and was medevaced to Stanford Medical Center. M/V DAIO ANDES, bound for Port of Sacramento, was issued a COTP Order directing the vessel to A-8 where MSO Investigators boarded the undamaged vessel and continued the investigation. After MSO Investigators gathered substantial evidence, COTP Order was rescinded allowing vessel to transit to Sacramento for scheduled cargo ops. No other injuries and no pollution reported.

27 JUL – M/V OINOUSSIAN SEAMAN (GR) had Second Officer go in the water when pier collapsed while vessel was shifting. Second officer was retrieved by vessels crew and went to hospital for an exam. Second Officer was fine and returned to duty. Vessel's master completed a 2692 and faxed it to the MSO. Investigations Department conducting follow up actions.

San Francisco Bay Clearinghouse Report For July 2002

San Francisco Bay Region Totals

			2001
Tanker arrivals to San Francisco Bay			74
Tank ship movements & escorted barge movements	322		322
Tank ship movements	230	71.43%	205
Escorted tank ship movements	103	31.99%	87
Unescorted tank ship movements	127	39.44%	118
Tank barge movements	92	28.57%	117
Escorted tank barge movements	46	14.29%	59
Unescorted tank barge movements	46	14.29%	58
Percentages above are percent of total tank ship movements & escorted barge movements for each item.			
Escorts reported to OSPR	0		0

Movements by Zone	Zone 1	%	Zone 2	%	Zone 4	%	Zone 6	%	Total	%
Total movements	191		309		0		158		658	
Unescorted movements	93	48.69%	168	54.37%	0	0.00%	86	54.43%	347	52.74%
Tank ships	71	37.17%	126	40.78%	0	0.00%	60	37.97%	257	39.06%
Tank barges	22	11.52%	42	13.59%	0	0.00%	26	16.46%	90	13.68%
Escorted movements	98	51.31%	141	45.63%	0	0.00%	72	45.57%	311	47.26%
Tank ships	71	37.17%	97	31.39%	0	0.00%	50	31.65%	218	33.13%
Tank barges	27	14.14%	44	14.24%	0	0.00%	22	13.92%	93	14.13%

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	1,848		3,501
Tank ship movements	1,201	64.99%	2,376
Escorted tank ship movements	627	33.93%	1,110
Unescorted tank ship movements	574	31.06%	1,266
Tank barge movements	647	35.01%	1,125
Escorted tank barge movements	357	19.32%	609
Unescorted tank barge movements	290	15.69%	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	1,200		1,838		0		979		4,017	
Unescorted movements	537	44.75%	871	47.39%	0	0.00%	451	46.07%	1,859	46.28%
Tank ships	392	32.67%	621	33.79%	0	0.00%	280	28.60%	1,293	32.19%
Tank barges	145	12.08%	250	13.60%	0	0.00%	171	17.47%	566	14.09%
Escorted movements	663	55.25%	967	52.61%	0	0.00%	528	53.93%	2,158	53.72%
Tank ships	442	36.83%	652	35.47%	0	0.00%	314	32.07%	1,408	35.05%
Tank barges	221	18.42%	315	17.14%	0	0.00%	214	21.86%	750	18.67%

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.

Memorandum

Date: July 29, 2002

To: Harbor Safety Committee, San Francisco Bay Region

From: Len Cardoza

Subject: Underwater Rocks Work Group Report

Summary: The Underwater Rocks Work Group's meeting, scheduled July 23, 2002, was cancelled. Following is a report on progress on the Corps of Engineers (CoE) Feasibility Study (FS) for the project.

Status of Contracts. The Corps of Engineers, via facsimile and e-mail, provided the following progress reports on status of studies required for the FS.

- Risk Assessment Model. The CoE awarded the contract for the Risk Model to the firm EQE. A key member of consultant team was recently injured in an automobile accident, delaying the schedule for submittals. The consultant team will provide new schedule for the report to the CoE.
- Benthic Survey. Complete. Final Report is posted on the CoE web site.
- Oil Spill Model. The Contract Option was exercised to include stochastic runs (based on random variables) and Economic Impact Analysis for a 2nd spill site at Blossom Rock. The Draft report was received in July 2002. The Final report is anticipated in August 2002. 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/ 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 in June 2002. The Corps of Engineers 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. Once the probabilities are available, the CoE will apply recently developed construction cost estimates against them. This will generate the benefit to cost (B/C) ratios for the project alternatives. This information, in turn, will establish if the project is consistent with the National Economic Development policy that the Corps of Engineers must operate under in Civil Works projects. Therefore, the F-3 conference

will be rescheduled to late August, 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 is preparing a report will include construction cost estimates for rock removal.

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.

Project 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.

Project Budget

	Federal	Non-Federal	Total
Cost Estimate	\$1,879,500	\$1,879,500	\$3,759,000
Expended to date	\$701,012	\$1,178,802	\$1,879,814
% of Estimated Budget Expended to Date			50%

Meetings. The next Underwater Rocks Work Group meeting is tentatively scheduled **August 22, 2002, 1000hr - 1200hr** (CSLC Offices, Hercules, CA).



Media Advisory

FOR IMMEDIATE RELEASE
CONTACT: CDR Linda L. Fagan

July 19, 2002
(202) 267-0476

COAST GUARD TO STRICTLY ENFORCE STCW 95

U. S. Coast Guard Headquarters

Washington, DC -- On August 1st, 2002, the U. S. Coast Guard will commence full enforcement of the Convention on Standards for Training, Certification and Watch Keeping (STCW 95). Port State Control boarding officers will verify that all seafarers hold required certificates or licenses issued in accordance with STCW 95. In addition to a license issued under the provisions of STCW 95, licensed officers serving onboard a vessel flagged by an Administration other than the Administration who issued the license, will be required to possess an endorsement or documentary proof that an application for endorsement has been submitted to the Administration as provided in STCW 95 Regulation I/10.

Documentary proof of application may include e-mail, fax, phone call or written confirmation from the Administration that an application for endorsement has been received. In accordance with paragraph 5 of STCW 95 Regulation I/10 the seafarer may not serve for a period greater than three months without receipt of the flag Administration endorsement.

The Coast Guard will increase scrutiny of vessels and crews associated with flag Administrations who are not signatory to the STCW Convention or not on the IMO "White List". Vessels associated with Non-signatory flag administrations will be assigned a Priority 1 boarding status and vessels associated with "Non-White List" administrations will be assigned Priority 2 boarding status.

- more -

STCW 95

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STCW 95 violations that represent an unreasonable danger to persons, property or the environment will result in detention. Detainable deficiencies include:

- No safe manning document or the manning is not in accordance with the safe manning document;
- Certificates of competency are not available or not in accordance with the requirements of the safe manning document;
- No mandatory specialized training document or endorsement available (when required);
- No radio operator certificates or lack of flag Administration endorsement of radio officer certificate (when required);
- No documentation for personnel with designated safety or pollution prevention duties;
- No flag Administration endorsement or documentary proof from the flag Administration that an application for endorsement has been filed. (Note: the seafarer may only serve onboard for a period not exceeding 3 months and the application must be made prior to serving in that capacity.)

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