

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, August 12, 2004

Port of San Francisco, Conference Room, Pier 1, The Embarcadero, San Francisco

Joan Lundstrom, Chair, San Francisco Bay Conservation & Development Commission called the meeting to order at 1009.

The following committee members and alternates were in attendance: **Paul Bishop**, Harbor Bay Maritime; **Ted Blanckenburg**, AMNAV Maritime services; **Margot Brown**, National Boating Federation; **Len Cardoza**, Port of Oakland; **John Davey**, Port of San Francisco; **David Dwinell**, U.S. Army Corps of Engineers; **Capt. Doug Lathrop**, Chevron Texaco; **Nancy Pagan**, Port of Benicia; **Capt. Robert Pinder**, San Francisco Bar Pilots; **Capt. Ray Shipway**, Masters, Mates & Pilots, alternate for **Marina V. Secchitano**; **Rich Smith**, Westar Marine Services; **Kathy Zagzebski**, Marine Mammal Center. Also present were U. S. Coast Guard representatives, **Cmdr. Pauline Cook** (VTS); **Cmdr. Gordon Loebel** (MSO); **Capt. Lynn Korwatch**, Marine Exchange of the San Francisco Bay Region; **Al Storm**, California Office of Spill Prevention and Response; **Cmdr. Steve Thompson**, National Ocean Service

The meeting was open to the public.

Carlton D. Moore, Office of Spill Prevention and Response (OSPR), announced the appointment of **Lundstrom** to the chair of the Harbor Safety Committee (HSC) of the San Francisco Bay Region. **Moore** read from his letter of appointment, which is attached. **Moore** read a certificate of appreciation for **Capt. Grant Stewart**, past chair of the committee.

At 10:11, the secretariat confirmed the presence of a quorum at the request of **Lundstrom**; and the meeting returned to the agenda.

Lundstrom said that a new agenda item could be added by a 2/3 vote of the committee. The item to be added was discussion of a letter from the committee to NOAA regarding NOAA's new strategic plan. A motion was made, and seconded, to add the item to the agenda after discussion of Redwood City dredging. The motion passed without dissent.

Corrections to the minutes of the previous meeting: Capt. Pete Bonebakker is Capt. Doug Lathrops alternate. Kathy Zagzebski was present. Page 4 line 1 should read levee not levy. Page 5 line 6 should read The contractor Great Lakes... Navigation Work Group report line for should read ...CG MSO, VTS and the pilots. Prevention through People report page 7 line 6 Rob Hughes is with OSPR. PORTS report page 7 line 2 should read Chesapeake Bay.

It was moved, and seconded, to approve the minutes of the July 8th, 20004 meeting, as corrected. The motion passed without dissent.

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Comments by the Chair

Lundstrom said that the committee was a nationwide model. She said that the committee's success is due to hard work and doing our homework. **Lundstrom** said that she is looking forward to chairing the committee. **Lundstrom** noted that she is succeeding three captains. She said that her past experience, as a mayor, would serve her in good stead as she chairs this committee.

Lundstrom announced the appointment of **Rich Smith** as Vice-Chair to replace **Scott Merrit**, Foss Maritime, who is leaving the area.

Lundstrom asked the members and alternates to make sure they updated the roster for correct names and contact information.

Lundstrom said that updates for the HSC Plan Review should be emailed to Steinbrugge in the week after today's meeting. The plan review will be mailed to members so that they will have it in hand a week before the September 8th meeting, when the plan will be voted on.

Coast Guard Report

Cmdr. Loebel introduced himself as the new Executive Officer at the Marine Safety Office. Loebel said that in his previous posting in Baltimore, their harbor safety committee had looked to San Francisco as a model, and had regularly consulted our web site for ideas.

Cmdr. Loebel introduced **Cmdr. Danny LeBlanc** as the Chief of Port Operations.

Cmdr. Loebel said that the Transportation Safety Administration (TSA) had issued a release announcing a beta study of the proposed TWIC cards. The regions to participate in the study are Delaware and New York, Florida, and Los Angeles and Long Beach.

Cmdr. Loebel reported on a series of recent incidents that the Marine Safety Office (MSO) had responded to. A safety zone in the Port of Sacramento had caused some disruption to deep-draft traffic at one terminal. He asked that the community try to provide the MSO with timely and detailed requests for safety zones. A car carrier grazed the Richmond-San Rafael Bridge while avoiding a sailboat that crossed her bow. A tender barge knocked out power to the Richmond-San Rafael Bridge. A sailboat sank in the Oakland inner-harbor during the July 4th weekend. The wreck was cleared under 24 hours, but three deep-draft vessels were delayed.

Cmdr. Loebel reported that the President had signed the Marine Transportation Security Act in the first week of August. The act allows local and state agencies to enforce safety zones declared by the MSO.

Cmdr. Loebel said that the final regulations on ballast water were published in the Federal Register of July 8th, 2004.

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Lundstrom asked about a tank vessel's loss of power sixty miles of our local coast. She noted that this committee had been formed in response to the Exxon Valdez incident, and emphasized that tank vessel incidents are of particular interest to this committee. **Cmdr. Loebel** said that three tractor tugs had been dispatched to escort the vessel to anchorage 9 for repairs. Three tugs escorted the vessel on sea trials after repair. The hold on the ship was lifted after inspection by the Coast Guard and the classification society. **Lundstrom** said that the committee needs more detail on the cause of the loss of power. **Cmdr. Loebel** agreed to provide that information.

Cmdr. Cook reported that the Automated Information System (AIS) should running in November with operations to commence in December. **Cmdr. Cook** said that Seattle was also running late on their installation, and noted that theirs is a complex waterway like ours.

Clearing House Report

Steinbrugge said that during the month of July, three incidents had been reported to OSPR for investigation. He said that there had been 15 incidents reported for this year. **Lathrop** asked if there were a reason for the big increase over past years. **Moore** said that some of the cases had to do with new ships and new agents. **Storm** added that most of the cases had to do with improper notifications. **Steinbrugge** noted that most of the cases involved tugs and barges. **Steinbrugge** said that there had been 2 cases of mis-matches between tugs and ships in July. **Storm** said this had to do with confusion about alternate compliance. **Storm** said that OSPR is working with the company to avoid future problems.

Lundstrom requested a report from OSPR at future HSC meetings to describe their response to reports from the Clearing House. **Lundstrom** asked that a summary of action taken by OSPR in 2004 be attached to the next Harbor Safety Plan.

OSPR Report

Moore reported that he will be meeting with all five state HSC's in the near future to answer any questions about the funding picture and the California Performance Review (CPR). **Moore** went on to say that there are no funding problems for the HSC's at the current time, and that none are projected.

Moore announced that OSPR will sponsor the next national Harbor Safety Committee Convention in Long Beach in April 2005 at the Hyatt. He said that the Southern California Marine Exchange would host the event. **Moore** said that he anticipated an even balance between security and safety issues at this year's convention.

Moore said that the CPR had recommended that OSPR be transferred from the Department of Fish and Game to the Department of Environmental Protection. He said that the proposed change would have to be reviewed by the Little Hoover Commission, and would require changes to state law and a re-write of the budget. He said there was no guarantee that this proposal would make it through the legislature.

Harbor Safety Committee

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Moore said that OSPR has sponsored Senate Bill 1742 that would take the cap off membership in the state HSC's and allow each committee to determine it's own membership needs. OSPR is also sponsoring legislation that would redefine marine waters so that Stockton and Sacramento would be included.

Storm announced an opening on the committee for a dry cargo operator representative. He said that an actual operator would be preferred, but that an agent representing a dry cargo operator would do. Applications are due by October 1st, 2004.

Storm reported that **Lundstrom** had received the Legacy Award from the Pacific States-BC Task Force on July 20th, at their annual meeting in Portland.

NOAA Report

Cmdr. Thompson reminded everyone that NOAA is requesting comments and input for creation of their strategic plan for the period from 2005 to 2011. More information can be found on the NOAA web site.

Cmdr. Thompson reported that five new dangers to navigation had been discovered recently. He said that the locations had been passed to the Bar Pilots and will be published in the next *Notice to Mariners*. He said that the Navigation Response Team will be back in the Bay Area in October.

Cmdr. Thompson said that NOAA's latest projection is for a drier than normal winter. He said that there is some evidence that an El Nino is building.

U. S. Army Corps of Engineers report

David Dwinell read from a report, which has been attached.

State Lands Commission report

Leverich reported that a security breach at the Chevron facility turned out to be a "transient."

Leverich said there was one spill of less than a gallon, which was due to human error.

Leverich said the Symposium for September 14th-15th is filling up fast

Leverich said that State Lands and the Coast Guard are on the same page on ballast water regulations.

Small Personal Watercraft

Lundstrom introduced **Rachael Ginsburg**, from the Bay Area Sea Kayakers Association (BASK). **Lundstrom** said that there are 86 launch sites around the bay for personal watercraft

Harbor Safety Committee

of the San Francisco Bay Region

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and that more are wanted. She said that the committee's concern is to educate this community about navigational safety, security, currents, shipping lanes, and rights of way.

Ginsberg handed out a printout from the BASK web site—www.baskers.org. She said that the group had been founded in 1985 to educate kayakers about safety, but noted that they are also interested in getting even more access points to the bay. Ginsburg also said that they were but one of many self-propelled communities on the bay, and noted that more and more people are looking to get onto the water.

Lundstrom thanked **Ginsberg** for her presentation and invited a representative from BASK to make a presentation to the Prevention Through People sub-committee.

Central and Northern California Ocean Observing System

Stephanie Watson, from NOAA's Coastal Services division gave a Power Point presentation on the goals of the Central and Northern California Ocean Observing System, (CENCOOS). Watson said it is the goal of CENCOOS to be driven by the data demands of end users, including those with an interest in climate, marine operations, security, and resource management.

Watson announced that there is to be a public meeting at the State Building, 1515 Clay Street, in Oakland, on September 28th and 29th, 2004, from 0900 to 1700. She invited all present to attend and spread the word about the meeting.

Brown asked **Watson** to make a presentation to the Prevention Through People sub-committee.

Port of Redwood City Dredging

Shipway asked that a letter be approved by the committee that would call for the appropriation of money to the Corps of Engineers to dredge the Port of Redwood City.

Brown said that it would be difficult for the committee to approve a letter it had not seen.

Lundstrom noted that the Brown Act requires the committee to act on specific information. It was moved, seconded, to put this item on the September agenda, to request the attendance of a representative of the Port of Redwood City, and to request that a copy of the letter to be voted on be in hand before the meeting. The motion passed without dissent.

New Agenda Item on NOAA Strategic Plan

Brown reported that the period of comment on NOAA's strategic plan will close on August 27th, 2004. **Brown** then read a letter calling on NOAA to support the local PORTS program with sufficient funds to keep the system operational. **Brown** also read a letter in support of PORTS that had been sent out by the San Francisco Bar Pilots.

It was moved, and seconded, that the letter be submitted to NOAA on behalf of the entire committee. The motion passed without dissent.

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Tug Escort Work Group

Lundstrom announced that **Fred Henning**, Baydelta Maritime, would replace her as chair of the sub-committee and that **Capt. Pinder** would represent the Pilots.

Navigation Work Group

Capt. Pinder said that the work group had met prior to the committee meeting. He said that a recent VTS survey of vessel traffic speed had been discussed. He said there were some areas of concern that would be followed up on.

Prevention Through People Work Group

Brown announced that the next meeting would be August 26th, 0930 at the State Lands Building

Brown extended an invitation to BASK to attend the next meeting of the work group.

Ferry Operations Work Group

There was nothing to report

PORTS Report

Steinbrugge advised there have been several communications outages in the last month and that he has been working with ATT to resolve the issue. The data collection computer for the Oakland wind site is in for repairs. The new Tesero current sensor platform has been delayed due to a work backlog at the manufacture. The platform is now due in the fall.

Public Comment

There was none

Old Business

Cmdr. Loebel reported that the ship discussed previously in the meeting had suffered a cracked cylinder. He said that since the ship was a new one, there might have been a flaw in the manufacturing process.

Capt. Korwatch reminded everyone of the National Harbor Safety Meeting April 17th through 20th, 2005, in Long Beach.

New Business

There was none

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Next Meeting

Lundstrom announced that the next meeting will be held September 8th at 1000 at The Port of Oakland

Adjournment

At 1220, it was moved, and seconded, to adjourn. The motion passed without dissent.

Respectfully submitted,



Captain Lynn Korwatch
Executive Secretary



DEPARTMENT OF FISH AND GAME

<http://www.dfg.ca.gov>

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Post Office Box 944209
Sacramento, California 94244-2090
(916) 327-9946



July 23, 2004

Ms. Joan Lundstrom
Commissioner
San Francisco Bay Conservation & Development Commission
48 Frances Avenue
Larkspur, California 94939

Dear Ms. Lundstrom:

I am very pleased to appoint you to chair the Harbor Safety Committee of the San Francisco Bay Region. During your tenure as a charter Committee member and workgroup chair, you have demonstrated leadership, professionalism and commitment which leave no doubt that you will ably steer the Committee through its future challenges and deliberations.

I would also like to express my appreciation for your service to the Committee, the local maritime community and the State of California over the past thirteen years. Your substantial contributions recently received formal recognition by the Pacific States/British Columbia Task Force when they awarded you their 2004 Legacy Award for your lifetime of achievement. I heartily concur and offer my congratulations.

The Office of Spill Prevention and Response looks forward to working cooperatively with you and the Committee in the upcoming years to further our common goal of improving maritime safety and preventing oil spills in California's marine waters.

Sincerely,

Carlton D. Moore
Administrator
Office of Spill Prevention and Response

cc: Ms. Lynn Korwatch
San Francisco Harbor Safety Committee
Fort Mason Center, Building B, Suite 325
San Francisco, California 94123



USCG Marine Safety Office San Francisco Bay

Port Operations Statistics

July 2004

PORT SAFETY:	TOTAL
• Total Number of SOLAS/MARPOL Detentions:	02
• Total Number of COTP Orders:	13
• Marine Casualty: Allision/Collision (1) Grounding/Sinking (0) Fire (0)	01
• Marine Casualty (Mechanical): Propulsion (5) Steering (0)	05
• LOU-ANOA Violation	05
• Letters of Deviation: Radar (6) Steering (0) Gyro (1) Echosounder (0)	07
• Personnel (Crew) Casualty (0)	00
• Crew/Immigration Issues	00
• SIV (Coast Guard considered Special Interest Vessels; 2 - Russian)	02
• General PS Cases (not covered above)	08
• Rule 9 violations:	03
• Waterways Issues: Hazard to Navigation (Middle River Levee Break continuation thru 7/12, M/V allision with the Richmond/San Rafael Bridge, Oakland hbr, s/v sinking Oakland 7/3).	03
• Established Limited Access Areas (Safety Zones -13, Security Zones -2), Security Zone(s) for former Naval Vsl (NVPZ, inbound and out), Safety Zone for SF Giants Fireworks, Middle River Levee break extension, 4 th of July fireworks for SF Bay Safety Zone for AOR (10), Safety Zone for Sacramento Bridge to Bridge Festival.	15
• Deadship Tows:	04
• Anchorage Waivers (Benicia Martinez Bridge project)	01
• MSIB's (None issued for July)	00
• Bridge Failure/Casualty/Repair: 2 separate allisions with the Richmond San Rafael Bridge)	02
• Facility Issues	00
• Port Drills/Exercises	00
• Sea Marshal Transits	63
• Sea Marshal Ferry rides	273
Total Port Safety cases open for period:	28

CONTAINER INSPECTIONS	TOTAL
Total Container Inspections for the month (goal = 168/mo)	195
Total Number of Container Violations	15
Total Number of Violations	15
• Number of Shipments put on hold	12
• Number of Containers taken out of service	0
MASFOs (Multi Agency Strike Force Ops).	0
MOTCO Operations involving EHS/break-bulk explosives	2
EHS (Class 1.1/1.2 Explosive Handling Supervision Ops)	4

FACILITIES DEPARTMENT	TOTAL
Total number of daily Harbor Patrols sites visited:	514
Total number of Critical Infrastructure sites visited:	243
Total number of 105 Facility Spot-checks:	189

POLLUTION RESPONSE:	MSO
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Total oil pollution incidents within San Francisco Bay for the month:	27
▪ Source Identification; Discharges and Potential Discharges from:	
Deep Draft Vessels	1
Facilities (includes all non-vessel)	3
Military/Public Vessels	0
Commercial Fishing vessels	2
Other Commercial Vessels	1
Non-Commercial Vessels (e.g. pleasure craft)	4
Unknown Source (as of the end of the month)	16
▪ Spill Information and Volume:	
Unconfirmed	16
No Spill, Potential Needing Action	0
Cases Requiring Clean-up	14
Federally Funded Cleanup Cases (OSLTF/CERCLA)	0
Hazardous Material Releases	0
1. Spills < 10 gallons	8
2. Spills 10 to 100 gallons	3
3. Spills 100 to 1000 gallons	0
4. Spills > 1000 gallons	0
▪ Penalty Action: Civil Penalty Action	0
Marine Violations:	0
Notice of Violation (TK):	1
Letter of Warning:	5
No Penalty Action:	21

Significant MER Cases:

1. There were no significant Marine Environmental Response (MER) cases to report for the month of July.

Significant PSS Cases:

1. **Former Naval Vessel ‘Deadship’ tow and Security Zone (NVPZ)** for military operations scheduled July 22 thru July 31, 2004. Vessel towed from MOTCO out to sea, and return tow into MOTCO on August 1st.
2. **Middle River Levee Break:** Safety Zone was extended from June through July 12th. The Safety Zone around the levee break was continued in order to assist with the repair of a 400’ section of the Middle River Levee that broke in June. The Safety Zone was allowed to discontinue. Repairs no longer required the need for it and the San Joaquin Sheriff Marine Patrol was able to enforce safe boating in the vicinity of repairs.
3. **Oakland Hbr S/V sinking (03 July):** S/V sank in the Oakland Inner Harbor causing traffic to be commerce to be disrupted due to position of the wreck in the center of the navigable channel. Vessel was raised and removed 04 July.
4. **M/V (11 July):** Vessel temporarily allided with the Richmond-San Rafael Bridge in actions to prevent collision with S/V. M/V sustained damage to port bow and port beam, and the bridge sustained minor damage.
5. **M/V (16 July):** LOD/COTP Order issued for inop radar and then failure to report inoperable radar to CG on inbound voyage. An LOU in the amount of @ 2,000 was required prior to departure.
6. **Rule 9 Violation: (05, 11, & 18 July):** 1). See #4 allision case on 7/11above
2). 7/18: Tug almost collided with S/V in vicinity of Carquinez Strait.
3). 7/5: M/V almost collided with vessel rec. vsl in vicinity of Oakland Outer Hbr.

7. **M/V (20 July):** Vessel was detained for failure to have an original ISSC document onboard. Class Society was able to produce an original copy, vessel released from detention.
8. **Tugs (21 July):** During nighttime operations, work tugs pushed a crane barge into the Richmond-San Rafael Bridge with the top of the crane striking a portion of the bridge railing and a hanging power line, causing loss of momentary power to the bridge and the loss of the navigation lights until the following day.
9. **M/V (25 July):** Vessel detained inport by Port State Control, Inspectors found evidence of MARPOL violations including multiple discrepancies with oil logs, possible discharges involving oily water separator, and oil in the engine room bilges. ISM audit required as well as civil penalty LOU and criminal penalty surety bond prior to departure.
9. **T/V (28 July):** COTP Order issued to vessel due to casualty to main engine failure. Vsl required tug assistance and 'deadship' towing during a tow from a position 60 nm offshore to Anch 9 for repairs.

Significant PSS Actions or Exercises:

1. **Marine Transportation Security Act (MTSA) and the International Ship & Port Security Act (ISPS)** were implemented on July 1, 2004. MTSA and ISPS require designated marine facilities and ships (domestic and foreign) to have enhanced and approved security plans actively in place.
2. **Safety Zones** were established and enforced throughout the SF Bay area for Fireworks shows on July 4th weekend. Safety Zones established specifically were: Redwood City, San Francisco, SF Giants baseball game, Oakland, Sausalito, Vallejo, Martinez, Pittsburg, Antioch and Stockton, as well as throughout the entire AOR including Monterey, Eureka, Crescent City, Half Moon Bay and Lake Tahoe.

San Francisco Bay Clearinghouse Report For July 2004

San Francisco Bay Region Totals

		2003
Tanker arrivals to San Francisco Bay	70	68
Tank ship movements & escorted barge movements	330	351
Tank ship movements	201	217
Escorted tank ship movements	99	110
Unescorted tank ship movements	102	107
Tank barge movements	129	134
Escorted tank barge movements	69	67
Unescorted tank barge movements	60	67
Percentages above are percent of total tank ship movements & escorted barge movements for each item.		
Escorts reported to OSPR	3	0

Movements by Zone	Zone 1	%	Zone 2	%	Zone 4	%	Zone 6	%	Total	%
Total movements	196		309		0		153		658	
Unescorted movements	86	43.88%	153	49.51%	0	0.00%	71	46.41%	310	47.11%
Tank ships	64	32.65%	102	33.01%	0	0.00%	39	25.49%	205	31.16%
Tank barges	22	11.22%	51	16.50%	0	0.00%	32	20.92%	105	15.96%
Escorted movements	110	56.12%	156	50.49%	0	0.00%	82	53.59%	348	52.89%
Tank ships	68	34.69%	92	29.77%	0	0.00%	43	28.10%	203	30.85%
Tank barges	42	21.43%	64	20.71%	0	0.00%	39	25.49%	145	22.04%

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 2004

San Francisco Bay Region Totals

			<u>2003</u>
Tanker arrivals to San Francisco Bay	464		686
Tank ship movements & escorted barge movements	2,077		3,481
Tank ship movements	1,202	57.87%	2,077
Escorted tank ship movements	590	28.41%	1,026
Unescorted tank ship movements	612	29.47%	1,051
Tank barge movements	875	42.13%	1,404
Escorted tank barge movements	464	22.34%	757
Unescorted tank barge movements	411	19.79%	647
Percentages above are percent of total tank ship movements & escorted barge movements for each item.			
Escorts reported to OSPR	15		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	1,353		2,002		0		1,027		4,382	
Unescorted movements	621	45.90%	1,012	50.55%	0	0.00%	479	46.64%	2,112	48.20%
Tank ships	408	30.16%	607	30.32%	0	0.00%	256	24.93%	1,271	29.01%
Tank barges	213	15.74%	405	20.23%	0	0.00%	223	21.71%	841	19.19%
Escorted movements	732	54.10%	990	49.45%	0	0.00%	548	53.36%	2,270	51.80%
Tank ships	408	30.16%	559	27.92%	0	0.00%	263	25.61%	1,230	28.07%
Tank barges	324	23.95%	431	21.53%	0	0.00%	285	27.75%	1,040	23.73%

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.



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August 1, 2004

To: Parties Interested in Serving on the San Francisco Bay Region Harbor Safety Committee

Subject: Harbor Safety Committee Vacancy

The Office of Spill Prevention and Response (OSPR) is announcing an opening on the Harbor Safety Committee for a representative of **dry cargo vessel operators**. The vacancy was created by the recent resignation of Captain Grant Stewart of American Ship Management.

Qualified persons representing dry cargo vessel operators located in the San Francisco Bay Area are encouraged to apply. Internet site <http://www.dfg.ca.gov/ospr/forms/miscforms/appform.pdf> contains a printable Harbor Safety Committee application. Applicants must complete this form and attach a current resume which indicates their qualifications. Also, provide a copy of your U.S. Coast Guard Merchant Marine Deck Officer's License, if using such a license to qualify. Mail application materials to:

Mr. Al Storm
Office of Spill Prevention and Response
P.O. Box 944209
Sacramento, California 94244-2090

The vacancy will be announced at the August 12 and September 8, 2004, Harbor Safety Committee meetings. Information packets for both of these meetings will include a copy of this announcement.

Applications for the position must be post marked no later than **October 1, 2004**. OSPR intends to appoint the new member at the October 14, 2004, Harbor Safety Committee meeting in Richmond.

Questions regarding the position, requirements or the application process may be directed to Mr. Al Storm at: the above mailing address, e-mail address astorm@ospr.dfg.ca.gov, or telephone number (916) 324-6259. We look forward to hearing from qualified applicants.

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

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

August 12, 2004

1. CORPS 2004 O&M DREDGING PROGRAM

The Corps has the 2004 funds. We are continuing to execute this years dredging projects .

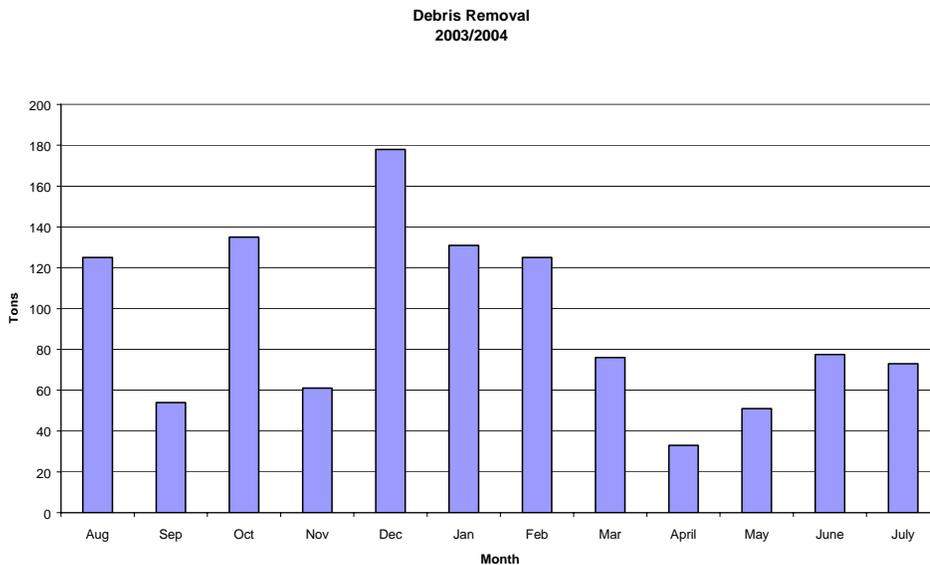
- a. **Main Ship Channel** – Dredging is complete. Post dredge survey has been completed and is posted on the Corps web site. Work was performed by the Government Dredge *Essayons* and the material went to SF-8.
- b. **Richmond Outer Harbor and Southampton Shoal** – Dredging is complete. Post dredge survey has been completed and is undergoing the QA/QC check Government dredge *Essayons* performed the dredging. Material went to the Alcatraz Disposal Site (SF-11).
- c. **Richmond Inner Harbor** – Great Lakes Dredging started dredging on July 31, 2004. The Corps issued the notice to proceed on April 15, 2004. The contractor has one leaky barge that is being worked on, so progress is slow to start with.
- d. **Oakland Outer and Inner Harbor** – The contract is in place with Great Lakes Dredging. We are in the process of evaluating how the late start on Richmond will affect the start date of Oakland. Material is scheduled to go to SF-DODS. Material testing is complete and the material is suitable for disposal at SF-DODS. We are presently doing the pre-dredge survey.
- e. **Suisun Bay Channel** – Dredging started on July 6, 2004. Material is scheduled to SF-16 because of the high cost of disposal at Winter Island and the tight Corps budget this year. The pre-dredge survey is complete and the results have been posted on the Corps web site. This project is scheduled to complete this week.
- f. **Petaluma Across the Flats** – Congressional addition to the budget. This project has been deleted from this year dredging program because the condition survey determined that there was not sufficient material to justify dredging this year. The survey only showed minimal shoaling along the toes and that the channel is considered adequate for navigation.
- g. **Pinole Shoals** – Dredging is complete. The Government Dredge “*Essayons*” performed the dredging the high spots and the material went to SF-10. Post dredge survey has been completed and is posted on the Corps web site.

- h. **Redwood City** – This years limited dredging of the high spots is complete. Post dredge survey has been completed and posted on the Corps web site. There is a 27.5 foot shoal in one area that may have slumped in after the dredging. Work was performed by the Government dredge “*Essayons*”. Congressional addition to the budget. This will help to keep the channel open until we can get the full funding for the full project. Only enough funding to start planning for FY 05. Project is in the FY 05 Divisional capability budget briefing. The Corps is looking at performing a knockdown on the shoaled area. A knockdown is where a beam is used to push the material from the shoaled area to a deeper area of the channel.

- i. **Islais Creek** – Performing a condition survey. The survey is complete. The data has been worked up and is waiting to be QA/QC.

2. DEBRIS REMOVAL

The total tonnage of debris collected on the San Francisco Bay for July 2004 was 73 tons. This is down from the 77.5 tons collected in the month of June.



3. UNDERWAY OR UPCOMING HARBOR IMPROVEMENTS

a. Oakland 50-ft –

Construction is continuing on the containment area in Middle Harbor and is scheduled to complete next summer. The Storm Water Treatment unit is complete. Dredging with the disposal of material at Montezuma Wetlands Restoration site has started. 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. The Corps plans to award 2 new contracts in the next several months. There will be one dredging contract. It will combine the dredging of the Outer Harbor to an interim depth of 46 feet and the Inner Harbor to an interim depth of 46 feet. Bids were opened on this contract on August 10, 2004. The second contract will be a marine construction contract for the last phase on the Inner Harbor Turning Basin. One issue with these contracts is that the Corps does not have Federal funds to support them. The Port of Oakland, the project sponsor, would fund these contracts. Therefore, we are consulting with Corps Headquarters if this is appropriate. So far the indications have been positive from Corps Headquarters and we are continuing to work on this issue. We continue to make good progress with the funds we have and estimate that we have dredged between 600,000 and 700,000 cubic yards of sediment.

4. EMERGENCY (URGENT & COMPELLING) DREDGING

There has not been any emergency dredging in FY 2004 and the Corps is working hard in its dredging program to try to eliminate the need for emergency dredging. For example, this year we have continued to perform advanced maintenance in the Suisun Channel at Bull's Head Reach.

5. OTHER WORK

San Francisco Bay to Stockton – Status Unchanged

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 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. We have approximately \$550,000 less saving and slippage for FY 2004. Funding is tight this year and no additional funds are expected 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. Corps has awarded contracts for a hydrographic survey and a salinity study.

Sacramento River Deep Water Ship Channel Deepening

Status unchanged – Project work is continuing.

The San Francisco District has taken over the Sacramento River Deep Water Ship Channel Deepening Project from the Sacramento District. 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. We are waiting for funding for sediment testing and for evaluating the disposal sites. The initial estimate is we will need capacity to dispose of approximately 6.5 million cubic yards of material. Funding has been reprogrammed and is \$500,000 for this project for FY 2004. 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 are preparing to do mapping of this project next year. This is scheduled to happen when the vegetation dies down.

Harbor Safety Committee

of the San Francisco Bay Region

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

August 12, 2004

NOAA's Strategic Planning Office
1315 East West Highway
Silver Spring, MD 20910

Attn: James H. Butler, Acting Director
Strategic Planning Office
Program Planning and Integration

Dear Mr. Butler,

We have reviewed NOAA's proposed 2005-2010 Strategic Plan. We fully support your priorities to:

- Expand and enhance advanced technology monitoring and observing systems, such as weather and oceanographic observations, hydrographic surveys, and precise positioning coordinates, to provide accurate, up-to-date information.
- Develop and apply new technologies, methods, and models to increase the capabilities, efficiencies, and accuracy of transportation-related products and services.
- Develop and implement sophisticated assessment and prediction capabilities to support decisions on aviation, marine, and surface navigation efficiencies; coastal resource management; and transportation system management, operations, and planning.
- Build public understanding of the technology involved and the role of the environment in commerce and transportation

These goals certainly relate to the Physical Oceanographic Real Time System (P.O.R.T.S.) network, which NOAA helped to install in the San Francisco Bay area in 1995. The system has proved invaluable both commercially and environmentally.

The San Francisco Bay Harbor Safety Committee strongly recommends that installation and maintenance of P.O.R.T.S. systems be included, and specifically mentioned, in the final version of the report.

Thank you very much for your consideration. We look forward to reading your final plan.

Sincerely,

Joan Lundstrom
Chair, Harbor Safety Committee of the San Francisco Bay Region

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