

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 SF BAY REGION

Wednesday, September 8, 2004

Port of Oakland, Board Room, 530 Water Street, Oakland, CA

Joan Lundstrom, BCDC, Chair, called the public meeting to order at 9:40 and welcomed those in attendance. The following committee members or alternates were in attendance: **Len Cardoza**, Port of Oakland; **John Davey**, Port of San Francisco; **Tom Wilson**, Port of Richmond; **Nancy Pagan**, Port of Benicia; **Margot Brown**, National Boating Federation; **Capt. Pete Bonebakker**, ConocoPhillips; **Capt. John Karakoulakis** (alternate tanker operator representative), SeaRiver Maritime; **Capt. Gary Fleeger**, Matson Navigation; **Capt Ray Shipway** (alternate for **Marina Secchitano**), Masters, Mates & Pilots; **Ern Russell** (alternate for Rich Smith), Foss Maritime Company; **Fred Henning**, Baydelta Maritime; **Capt. Robert Pinder**, San Francisco Bar Pilots; and **Kathy Zagzebski**, The Marine Mammal Center. Also present were U. S. Coast Guard representatives, **Capt. Jerry Swanson** and **Cmdr. Greg Phillips** (MSO) and **Cmdr. Pauline Cook** (VTS); U. S. Army Corps of Engineers' representatives, **Mike Dillabough** and **David Dwinell**; OSPR representative **Rick Holly**; State Lands Commission representative **Ken Leverich**; NOAA representative, **Cmdr. Steve Thompson**; **Capt. Lynn Korwatch**, Marine Exchange, and more than twenty-five people from the interested public.

The Secretariat confirmed the presence of a quorum.

CORRECTIONS to minutes of previous meeting: **J. Lundstrom**: page 2 should read "**Rich Smith** was appointed Vice Chair." **R. Holly**: page 3, OSPR Report should read ". . . the next national Harbor Safety Committee Convention in ~~San Diego~~ Long Beach in ~~September~~ April, 2005; and on page 4, paragraph 1, should read "OSPR is also sponsoring legislation that would redefine ~~maritime~~ marine waters so that Stockton and Sacramento would be included."

MOTION by **M. Brown**, seconded by **R. Shipway** "to accept the minutes of the August 12, 2004 meeting as corrected." Motion passed unanimously.

Comments from the Chair. (1) **F. Henning** will report, under the Tug Escort Work Group Report, on inaccuracies in a September 2, 2004 article in the *San Jose Mercury News* regarding SB 1480. Question: Does the SF HSC opposition to the bill continue? **J. Lundstrom**: The HSC voted its opposition and has not followed subsequent amendments. This is the only bill the SF HSC ever took action on. (2) The Chair of the National HSC Conference scheduled for April, 2005 has asked for input for the agenda. Some topics that have been received to date include Rule 9 issues and maintenance dredging.

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USCG REPORT. (1) **G. Phillips** reported Port Operations statistics for the month of August, 2004. That report is made a part of these minutes by attachment. (2) The MV OCEAN CLIPPER was moored under a deviation in Stockton with inoperable radar. The CG boarding party found the master and most of the crew intoxicated. During the investigation a life raft was launched and there was an alcohol-related fatality. The master was relieved by the company and the vessel was required to post a \$320,000 bond. (3) The final calculation for the Kinder-Morgan pipeline is 105,000 gallons spilled. 56,000 gallons of product was recovered, which is an incredible recovery rate given the conditions. On September 30, 2004, the EPA turns the incident over to the Regional Water Control Board, ending federal involvement.

P. Cook reported for VTS. (1) July traffic statistics given include percentage change, the first comparing current month to prior month same year and the second comparing current month to same month prior year. Public vessels: 139; down 15% from July, 2004; up 7% from August, 2003. Tankers: 233; down 18% from July, 2004; down 20% from August, 2003. Cargo vessels: 647; up 13% from July, 2004; down 31% from August, 2003. Tug with tow: 2589; down 4% from July, 2004; up 8 % from August, 2003. Ferries: 8017; no change month-to-month; up 1% from August, 2003. Miscellaneous vessels: 351; down 15% from July, 2004; up 2% from August, 2003. Total vessels: 11,984; down 1% from July, 2004; down 2% from August, 2003. 90% of the change in the miscellaneous category during the summer months is attributable to fog. (2) Progress is being made on AIS, but there has been no significant change since last month. VTS and the MX are still looking at what information goes into the box.

J. Swanson. (1) Marine security is still a major concern. 72 facility plans have been filed. Half have full approval and the remaining facilities are operating under letters of authorization. The program is well on track to meet year-end deadlines. There are still some issues with vessels not meeting the 96-hour advance notice of arrival and some of the non-compliant vessels are being held out. The CG is aware that this is costly to the shipping companies involved. (2) Two weeks ago the security community held a table top exercise, simulating going from MarSec Level 3 to MarSec Level 1 and back, closing and reopening the port. The CG will be looking at prioritizing during the reopening. (3) PACIFIC HIGHWAY allision with the Richmond-San Rafael Bridge. The concrete fendering system of the bridge was damaged and the vessel sustained a 150' inset in the port bow shell plating 10' above the water line and a 6" puncture also above the water line. The incident is still under investigation. A pleasure craft was involved. Will report further when the matter is resolved. The Chair noted that this incident is reported to be the result of a Rule 9 violation and asked if the HSC should look at follow-up after the investigation is completed. **M. Brown:** There are extremely strong currents in the location of the incident. A sailboat would not have the power to overcome them. Recreational sailors need to know the area they transit in order to prudently navigate. This issue should go to the Prevention through People Work Group and to the press for educational purposes. A number of pictures will be available after the

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investigation and should be made available to the public to underscore the importance of adherence to Rule 9. **R. Pinder:** The *San Jose Mercury News* article referred to by the Chair earlier focused on the ship and escort issues and not on the recreational vessel. Pilots continue to have problems with kayaks in the bay and there is currently no way to identify the user or the rental company. Chair: The issue of kayakers was assigned to the Prevention through People Work Group. The *San Jose Mercury News* has indicated an interest in kayaker issues. **M. Brown** suggested that the paper's editor be invited to a PTP meeting. **J. Swanson** wanted to be certain that a clarification was made to note that the PACIFIC HIGHWAY is a RO/RO car carrier and not a chemical vessel.

CLEARINGHOUSE REPORT, A. Steinbrugge. (1) A written report with statistics for the month of August, 2004, is made a part of these minutes. There were no calls to OSPR during the month of August regarding possible escort violations or from a pilot to report a vessel arriving without the necessary paperwork prepared for the escort. This year, to date, there have been fifteen calls to OSPR. In 2003, there were three calls to OSPR regarding possible escort violations. There were two calls in 2002; six calls in 2001 and five calls in 2000.

OSPR REPORT, R. Holly. (1) In October, OSPR will report on potential tug escort violations from two months ago. (2) OSPR has contracted with the MX for secretarial services through June, 2005. (3) Members are encouraged to submit agenda items for the National HSC Conference. (4) OSPR is sponsoring the Prevention 1st Conference in Long Beach September 14-15. OSPR will fund sending the HSC chairs. (5) On September 16, 2004, OSPR will sponsor the Annual HSC Committee Summit for committee chairs. Agenda items should be forwarded to **Al Storm**. (6) October 1, 2004 is the deadline for applications for dry cargo representative. No applications have been received to date. (7) **K. Zagzebski's** term expires this month. Applications for representative from a non-profit environmental organization are due by November 1st. **R. Holly** presented **K. Zagzebski** with a Certificate of Appreciation from **Carl Moore**, Administrator, OSPR.

NOAA REPORT, S. Thompson. (1) There is one new chart, 18665, Lake Tahoe. (2) There has been a huge increase in demand for *Coast Pilot* so the printing schedule has been accelerated. The last day to submit corrections is September 20, 2004. Ports are encouraged to review their respective sections for update at <http://chartmaker.ncd.noaa.gov>. Volume 7, Chapter 7 covers San Francisco Bay. (3) Long Term Weather Forecast. There is some evidence of a weak El Nino developing. That probably won't mean much for the SF Bay Area. Weather is expected to be normal, slightly warmer. If a stronger El Nino develops, more precipitation can be expected.

COE REPORT, D. Dwinell. (1) The text of the COE Report is made a part of these minutes by attachment. (2) Question: What is the status of Bulls Head Channel dredging? **D. Dwinell:**

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Advance maintenance has been completed. Surveys are being done quarterly and are available. Question: What is the status of the Redwood City ESSAYONS project this summer? **D. Dwinell:** They took off most of the high spots in the channel. There wasn't sufficient time or funding to get the channel to project depth. That will require a Congressional add-on. Question: What is the channel depth now? **D. Dwinell:** There is a 27.5' shoal in the channel; outside of the shoaling, depth is 30'; but there is shoaling in other areas. **M. Dillabough:** This is not an annual project so it is an on-going effort to maintain the channel. The Port of Redwood City can write a letter, as sponsor, requesting a dredge material management study.

STATE LANDS COMMISSION REPORT, K. Leverich. (1) The Prevention 1st Symposium 2004 is scheduled for September 14-15. (2) In August State Lands' inspectors visited 57% of vessels and monitored 23% of oil transfers at facilities. Nine transfer violations were noted, two of those were class 3 violations that could lead to a spill. They were corrected on the spot. State Lands also conducted 50 ballast water inspections, with six violations noted. 30 million barrels of oil moved across Bay Area docks last month.

ANNUAL PLAN REVIEW AND UPDATE. J. Lundstrom noted that the materials were distributed and also available on the MX website. **A. Steinbrugge** provided background on the changes and updates. Some were grammatical and spelling changes, with a few updates to bring information current. There were no substantive changes in structure or content. The appendices were updated. **J. Lundstrom** reported that former HSC Chair, **Grant Stewart**, wrote the Executive Summary. The goal is to look at the plan recommendations over the next year regarding relevancy and achievability. The chairs of the various work groups will meet to look at all recommendations in the fall or spring to develop a history and guidepost for the future. Anyone who is aware of glaring errors or necessary additions to the plan should contact the chair. MOTION by **T. Wilson**, seconded by **P. Bonebakker**, to "accept the changes and updates to the Harbor Safety Plan as proposed." Motion passed unanimously.

PORT OF REDWOOD CITY DREDGING, R. Shipway. A briefing packet of related material was distributed. The proposal is to send a letter from the HSC to **Senator Dianne Feinstein**. The Port of Redwood City is economically vibrant and it is important to ensure that it stays so, with safe navigation through the waterway. The ILWU, IBU and MM&P believe it is important to keep the port open, for jobs and for the economy of the region; however, they are most interested in a safe waterway. Project depth is 30'; however project depth isn't being maintained. The three unions have written to **Senator Dianne Feinstein**, a member of Energy and Waterways Appropriations Sub-Committee, requesting that she ensure that funding is available to maintain the channel at project depth. Question: Is the purpose of the proposed letter from HSC to request funding for project depth of 30' or for \$3.8 million? **R. Shipway:** Both. For FY 05, only \$600,000 funding has been allotted and \$3.8 million is needed. This is a

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safety issue. **Steven Wright**, Economic Development Manager, Port of Redwood City, presented a draft of the proposed letter:

“Dear Senator Feinstein:

We are the Harbor Safety Committee for Northern California harbors, rivers and waterways and we write to ask your assistance in solving a major challenge facing many of your constituents in the San Francisco Bay Area who depend upon the Navigation Channel serving the Port of Redwood City. We urge you to assure that the Army Corps of Engineers FY '05 budget contains the necessary \$3.8 million needed for the Port of Redwood City Navigation Channel maintenance dredging.

The Port of Redwood City handled a record 1.5 million tons in 2004 fiscal year and continues to grow, in spite of the fact that the Army Corps of Engineers lacks congressional funding to maintain the Channel at its authorized 30 foot depth. When the Redwood City Navigation Channel is not dredged to its full depth, the cost to import and export companies grows, forcing them to assure optimum utilization of vessels they charter to move the cargo. We are concerned that by trying to optimize the loads in these vessels, the overall safe navigation in the Channel is severely jeopardized. We do not want to see a maritime disaster occur because of this.

Additionally these vessels can no longer economically call at Redwood City unless the channel depth is maintained and the vessels will be forced to shift to other ports in California. This will result in severe vessel traffic imbalances and congestion at other Northern California ports and will seriously impact vessel and navigational safety issues.

Without dredging soon, the Port of Redwood City will revert to a shallow draft port, causing tenants to go elsewhere. Our committee cannot in good conscience condone these 1.5 million tons of cargo being deviated away from a perfectly situated deep water port that serves as the only “bulk cargo” port in the South San Francisco Bay, and we implore you to help find the funds to maintain the Redwood City Navigation Channel at the authorized depth.

We urgently ask you to intervene to assure there is adequate funding for the Corps of Engineers to conduct the maintenance dredging this year. Further, the Redwood City Navigation Channel must be placed on an annual dredging cycle as

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it is being done at so many other ports, including many which have not nearly the commercial cargo volume of Redwood City.

Please let us know if there is anything we can do to help you reach this important milestone.”

M. Dillabough: The COE has annual and non-annual projects. Annual projects can expect guaranteed funding. To become an annual project, it must be demonstrated that the required dredging was needed for five continuous years. **S. Wright:** 200,000 tons of cargo came into Redwood City in 1987 and 1.5 million tons last FY. The port is growing and the tenants want more depth to bring in additional cargo and end the practice of carrying dead weight. Question: What portion of the \$3.8 million is in matching funds? **S. Wright:** Matching funds are not required for operations and maintenance to keep the federal channel at project depth. **L. Cardoza:** The ports indirectly pay through contributions to the Harbor Maintenance Trust Fund which funds maintenance dredging. **D. Dwinell:** Up to 45', the federal government pays all; after 45', they pay 50%. Question: Does Congress request recommendations from the COE? **M. Dillabough:** Non-annual needs are included in the COE report to Congress. The COE is not allowed to lobby Congress for funding for one project over another. Non-annual projects usually fall below the line drawn for funding, which is why most are funded by Congressional add-ons. **P. Bonebakker:** It's important that all federal channels are maintained at project depth. **T. Wilson:** It's a good idea to be careful not to limit the cost in the letter because project costs increase; the language should be "adequate funding." **M. Brown** agreed that maintaining federal shipping channels is an issue of both safety and security. However, economic concerns are not the purview of the HSC. It is recommended that the letter be directed to all members of the Energy and Waterways Appropriations Sub-Committee. Chair: The letter should indicate that the HSC's primary concern is safety of navigation and that designated shipping lanes should be maintained at project depths. **M. Dillabough** suggested that language with a 'broad brush' approach may include ports and marinas that are not in commercial use, rather the language should refer to deep draft ports. **L. Cardoza:** There is significant barge traffic to Petaluma. Adequate maintenance of federal channels for commercial traffic should extend to shallow draft vessels such as barges. Chair: This discussion expands the focus of the letter beyond that which appeared as an agenda item. **J. Lundstrom** will put out a draft letter that addresses navigational safety in shipping channels and the need for adequate funding for dredging projects, without reference to economics. **T. Wilson:** The recipients will care about economic issues. They will need to know that there is economic value to the dollars spent. The letter should include the \$3.8 million dollar number as an estimate and point to this as a safety issue that will avert economic damage to the area. Chair: Other groups can make the economic argument, but that is not the HSC's role. **J. Davey:** Including tonnage statistics will underscore the amount of commercial traffic. The Chair summarized the concepts

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to be included in the proposed letter to Senator Dianne Feinstein and members of the Energy and Waterways Appropriations Sub-Committee: (1) It has come to the attention of the HSC, which is concerned with navigational safety, that the Port of Redwood City is requesting a maintenance project to bring the federal channel to project depth of 30'. (2) The HSC requests support for adequate funding estimated to be \$3.8 million. (3) Tonnage statistics will be included. (4) The phrase 'federal channels to project depth' will be included. **MOTION** by **R. Shipway**, seconded by **T. Wilson** that "HSC send the proposed letter." **J. Lundstrom** will post a draft of the proposed letter online and will work with the COE for the appropriate language. Question: What is the timeline? **L. Cardoza**: Immediate. Congress could act within the next couple of weeks. **J. Lundstrom** will get the draft out in the next couple of days.

TUG ESCORT WORK GROUP REPORT, F. Henning. The Senate bill regarding escorts for chemical tankers is on the Governor's desk. OSPR has the letter from HSC stating that the HSC can't endorse the legislation because it is too broad. Chair: If it passes, the legislation will be distributed. Some chemicals were deleted from the language and the bill leaves the option for the HSC's to address the escorting.

NAVIGATION WORK GROUP REPORT, R. Pinder. Thanks to **P. Cook** for the speed survey. It allowed the group to look at areas of concern and some have already been addressed. The next work group meeting will be held the last week of September.

FERRY OPERATORS WORK GROUP, N. Pagan. No report.

PREVENTION THROUGH PEOPLE WORK GROUP, M. Brown. (1) The *Sharing the Bay* video got national attention at the recent annual meeting of the CG Auxiliary. The Rules 9 & 5 brochure was also distributed. (2) The PTP Work Group has a special request for assistance on a rush project, the brochure showing the value and necessity of maintaining and funding PORTS. The group needs graphic evidence of the benefit of PORTS in addressing the CAPE MOHICAN spill – photos to outline the exact flow to demonstrate how PORTS information was used to set up damming and predict flow for recovery. **F. Henning**: CMA has a new oil spill program, a model that can generate computer images of any size spill under defined conditions. **R. Holly** added that State Lands can look through historic reports and provide information. (3) The next work group meeting is scheduled for September 9, 2004 at 0930 in State Lands' Hercules office.

PORTS REPORT, A. Steinbrugge. (1) The new side looking Benicia current sensor for the Tesoro dock has been delayed. Designs are expected in mid-September for review by Tesoro. With Tesoro's approval, fabrication can begin in October, with installation in November. (2) All tide stations will be checked for reliability by a NOAA team in mid-November.

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PUBLIC COMMENT. None.

OLD BUSINESS. (1) **A. Steinbrugge** noted that a list of HSC members is out. Members should verify that their contact information is correct. (2) **L. Korwatch** noted up-coming maritime events. October 2, 2004, CMS Sail-a-bration, celebrating a 25 year anniversary. October 12, 2004, Area Maritime Security meeting, Oakland, 1000. October 12, 2004, AIS seminar, Seattle. National HSC Convention, April 17-20, Long Beach, where *Sharing the Bay* will be shown.

NEW BUSINESS. (1) **M. Dillabough:** Two vessels, the Elizabeth A and a sunken vessel (which is unstable and moving) are in the Oakland Inner Tidal Canal, west of the Park Street Bridge, east of Coast Guard Island, blocking 1/3 of the width. They have been stabilized and the COE expects to have them out by storm season. (2) **M. Brown:** The 8th Annual Wheel Chair Regatta is scheduled for September 25, 2004. So far thirty-five vessels have volunteered to take veterans in wheel chairs and walkers for a ride on the bay and a picnic at Encinal Yacht Club. The event has grown from 64 veterans the first year, to 250 this year. Anyone interested in participating should call Margot. (3) **P. Cook:** Fleet Week begins October 8th, with vessels docked through October 13th.

The next meeting of the HSC will be held on Thursday, October 14, 2004 at 10:00 in the Port of Richmond.

MOTION by **R. Pinder**, seconded by **M. Brown**, to "adjourn the meeting." Motion was passed without objection. Meeting adjourned at 1115.

Respectfully submitted,



Captain Lynn Korwatch
Executive Secretary

USCG Marine Safety Office San Francisco Bay

Port Operations Statistics

August 2004

PORT SAFETY:	TOTAL
• Total Number of SOLAS/MARPOL Detentions:	05
• Total Number of COTP Orders:	18
• Marine Casualty: Allision/Collision (1) Grounding/Sinking (0) Fire (0)	01
• Marine Casualty (Mechanical): Propulsion (4) Steering (0)	04
• LOU-ANOA Violation	04
• Letters of Deviation: Radar (1) Steering () Gyro (1) Echosounder (0)	02
• Personnel (Crew) Casualty (0)	01
• Crew/Immigration Issues	01
• SIV (Coast Guard considered Special Interest Vessels)	02
• General PS Cases (not covered above)	06
• Rule 9 violations:	02
• Waterways Issues: Hazard to Navigation	00
• Established Limited Access Areas (Safety Zones-1, Security Zones-1),	02
• Deadship Tows	00
• Anchorage Waivers	02
• MSIB's	02
• Facility Issues	00
• Port Drills/Exercises	01
Total Port Safety cases open for period:	23

CONTAINER INSPECTIONS	TOTAL
Total Container Inspections for the month (goal = 168/mo)	1398
Total Number of Container Violations	21
Total Number of Violations	24
• Number of Shipments put on hold	04
• Number of Containers taken out of service	17
MASFOs (Multi Agency Strike Force Ops).	02
MOTCO Operations involving EHS/break-bulk explosives	01
EHS (Class 1.1/1.2 Explosive Handling Supervision Ops)	06

FACILITIES DEPARTMENT	TOTAL
Total number of daily Harbor Patrols sites visited:	304
Total number of Critical Infrastructure sites visited:	129
Total number of 105 Facility Spot-checks:	74

POLLUTION RESPONSE:	MSO
Total oil pollution incidents within San Francisco Bay for the month:	10
▪ Source Identification; Discharges and Potential Discharges from:	
Deep Draft Vessels	0
Facilities (includes all non-vessel)	0
Military/Public Vessels	1
Commercial Fishing vessels	0
Other Commercial Vessels	0
Non-Commercial Vessels (e.g. pleasure craft)	2
Unknown Source (as of the end of the month)	4
Storm Drain	
Vehicle accident	

▪ Spill Information and Volume:	
Unconfirmed	7
No Spill, Potential Needing Action	1
Cases Requiring Clean-up	4
Federally Funded Cleanup Cases (OSLTF-0/CERCLA-0)	0
Hazardous Material Releases	0
1. Spills < 10 gallons	7
2. Spills 10 to 100 gallons	2
3. Spills 100 to 1000 gallons	0
4. Spills > 1000 gallons *	0*
(*Storm drain near Stockton Gas Station spilled 18,000 gallons, but never reached navigable waterway)	
▪ Penalty Action: Civil Penalty Action:	0
Marine Violations:	0
Notice of Violation (TK):	0
Letter of Warning:	1
No Penalty Action:	9

Significant MER Cases:

1. **02AUG04 Hazmat release:** Multi Agency response to overturned truck on Highway 1 near Albion. Truck overturned off of highway causing a dangerous vapor cloud release. Truck was carrying drums of chlorine gas, sulfur dioxide and liquid bleach. CHP closed highway for safety and HAZMAT cleanup, and there was no impact on the waterway.
2. **03AUG04 POTENTIAL Medium Oil Discharge:** Gas Station in Stockton accidentally discharged an estimated 18,000 gallons of gasoline. Fire Department completed clean-ups of the discharge, product did not reach the storm drain, and there was no impact to the waterway.

Significant PSS Cases:

1. **Panamanian Cargo Vessel (04Aug04):** Vessel detained for security violations surrounding improper ISSC certificates and PSC violations. Port State Control conducted an additional ISPS audit on the vessel and cleared previous violations.
2. **Netherlands Bulk Vessel (06Aug04):** Vessel initially requested LOD for inoperable radar. Vessel safely arrived to Stockton. Upon PSC boarding, master and crew found to be intoxicated. Cargo ops ceased and COTP Order issued pending further ISPS and SOLAS violations. The following day, a crewmember died during an improper test of a vessel lifeboat, vessel immediately detained for ISM audit and criminal investigations to cause of crewmembers death. Vessel failed ISM audit. LOU for the amount of \$320,500 required. ISM audit finally completed, cargo operations allowed to continue. Vessel finally allowed to depart 26Aug04, but criminal investigations from U.S. Attorney office will continue.
3. **Hong Kong Bulk Vessel (06Aug04):** Vessel issued COTP Order, Port State Control detention and an LOU for \$1,000 for COFR Violation.
4. **Italian Bulk Vessel (09Aug04):** MSO conducted Port State Control Boarding on the vessel. Evidence of a MARPOL violation was collected while the vessel was in Stockton. An LOU for an amount of \$100,000 rcvd, and vessel was allowed to depart San Francisco Bay while an investigation continues.
5. **Turkish Bulk Vessel (13Aug04):** MSO assisted CBP with concerns of crew absconder issues with Turkish vessel. COTP Order requires Security Plan in place prior to arrival in SF Bay and it will remain in place throughout port visit. One of the potential absconders was removed from the vessel and returned to Turkey. Vessel safely departed 02Sep04 upon Sea Marshal verification for CBP of crew onboard. COTP Order rescinded upon vessel departing SF Bay.
6. **Cyprus Bulk Vessel (24Aug04):** Port State Control conducted boarding of Cyprus vessel. ISM Audit required due to numerous deficiencies including the potential discharge of oil. LOU for the amount of \$65,000 required. LOU rcvd and Classification Society cleared all deficiencies allowing vessel to depart SF Bay.

7. **Charter Boat/Recreational boat collision (25Aug04):** Collision occurred in Bodega Bay between a charter fishing vessel and a 30' recreational vessel. There were four injuries, and both vessels were able to return to Spud Marina. Coast Guard MSO investigation continues on the cause of the collision.

Significant PSS Actions or Exercises:

1. MSIB 04-13 (02Aug04) "San Francisco and Oakland International Airport Security Zones": MSIB provided information on two newly established permanent 200 yard security zones surrounding both airports.
2. MSIB 04-14 (02Aug04) "Vehicle Borne Improvised Explosive Devices (VBIED)": MSIB provided guidance to port stakeholders to the potential for terrorist use of heavy transport vehicles as VBIED.

San Francisco Bay Clearinghouse Report For August 2004

San Francisco Bay Region Totals

			2003
Tanker arrivals to San Francisco Bay	65		66
Tank ship movements & escorted barge movements	297		306
Tank ship movements	191	64.31%	185
Escorted tank ship movements	96	32.32%	92
Unescorted tank ship movements	95	31.99%	93
Tank barge movements	106	35.69%	121
Escorted tank barge movements	59	19.87%	68
Unescorted tank barge movements	47	15.82%	53
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	202		278		0		137		617	
Unescorted movements	90	44.55%	130	46.76%	0	0.00%	69	50.36%	289	46.84%
Tank ships	65	32.18%	93	33.45%	0	0.00%	40	29.20%	198	32.09%
Tank barges	25	12.38%	37	13.31%	0	0.00%	29	21.17%	91	14.75%
Escorted movements	112	55.45%	148	53.24%	0	0.00%	68	49.64%	328	53.16%
Tank ships	71	35.15%	93	33.45%	0	0.00%	40	29.20%	204	33.06%
Tank barges	41	20.30%	55	19.78%	0	0.00%	28	20.44%	124	20.10%

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	529		686
Tank ship movements & escorted barge movements	2,374		3,481
Tank ship movements	1,393	58.68%	2,077
Escorted tank ship movements	686	28.90%	1,026
Unescorted tank ship movements	707	29.78%	1,051
Tank barge movements	981	41.32%	1,404
Escorted tank barge movements	523	22.03%	757
Unescorted tank barge movements	458	19.29%	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	1,555		2,280		0		1,164		4,999	
Unescorted movements	711	45.72%	1,142	50.09%	0	0.00%	548	47.08%	2,401	48.03%
Tank ships	473	30.42%	700	30.70%	0	0.00%	296	25.43%	1,469	29.39%
Tank barges	238	15.31%	442	19.39%	0	0.00%	252	21.65%	932	18.64%
Escorted movements	844	54.28%	1,138	49.91%	0	0.00%	616	52.92%	2,598	51.97%
Tank ships	479	30.80%	652	28.60%	0	0.00%	303	26.03%	1,434	28.69%
Tank barges	365	23.47%	486	21.32%	0	0.00%	313	26.89%	1,164	23.28%

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.



<http://www.dfg.ca.gov>
1700 K Street, Suite 250
Post Office Box 944209
Sacramento, California 94244
(916) 327-9946



September 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 a recognized nonprofit **environmental organization** that has as a purpose the protection on marine resources. The vacancy was created by the expiration of the term of the current representative, Ms. Kathy Zagzebski of the Marine Mammal Center.

Qualified persons representing an environmental organization 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. 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 September 8 and October 14, 2004, Harbor Safety Committee meetings. The informational materials for those meetings will include a copy of this announcement.

Applications for the position must be post marked no later than **November 1, 2004**. OSPR intends to appoint the new member at the November 10, 2004, Harbor Safety Committee meeting in San Francisco.

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.



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September 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 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 September 8, 2004, Harbor Safety Committee meeting, and the informational materials for that meeting 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 8, 2004

1. CORPS 2004 O&M DREDGING PROGRAM

We are continuing to execute this years dredging projects .

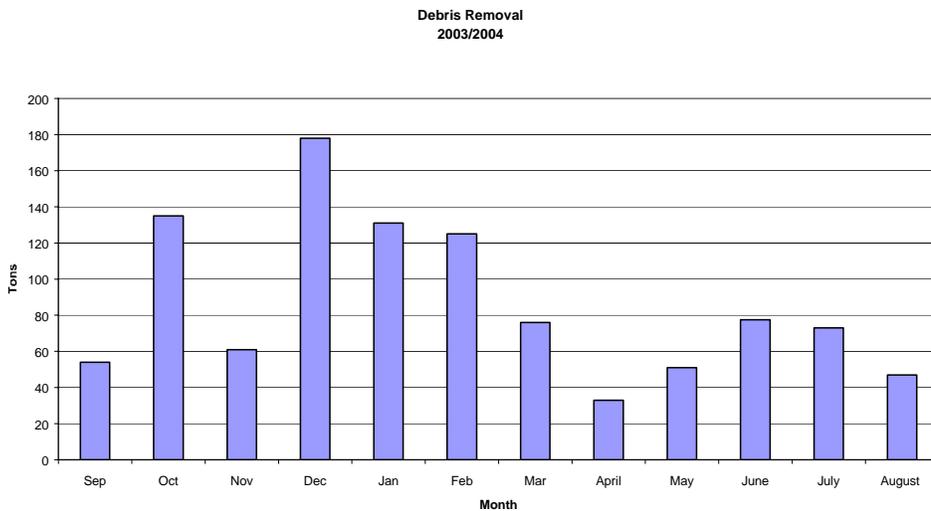
- a. **Main Ship Channel** – Dredging is complete. Post dredge survey has been completed and is posted on the Corps web site. Work was performed by the Government Dredge *Essayons* and the material went to SF-8.
- b. **Richmond Outer Harbor and Southampton Shoal** – Dredging is complete. Government dredge *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 dredging is complete and the contractor's quality control survey is under evaluation. The post dredge survey is scheduled to be performed later this week.
- 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. The pre-dredge survey is complete. Once the contractor is released from Richmond, the contractor will mobilize to Oakland and start work. There appears to be sufficient time for this work to complete before the environment work window closed based on the quantity of material in Oakland and the progress the contractor made on Richmond.
- 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 was reported to be almost complete at the last meeting. However, the surveys show that there is still material to be dredged. The contractor has left the job site and the Corps is looking at what actions need to be taken. It is estimated that the project is 80 to 90 percent complete.
- 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. The contract has been awarded and the work on the knockdown is schedule to start on September 16, 2004. We will also be performing a study how much turbidity is generated when this knockdown in being performed. 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 August 2004 was 47 tons. This is down from the 73 tons collected in the month of July.



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. 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. This contract was awarded on September 1, 2004. The second contract is a marine construction contract for the last phase on the Inner Harbor Turning Basin. The Corps is scheduled to open bids today (September 8, 2004) for this contract. 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.

Address of Corps' web site for completed hydrographic surveys

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