

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, September 8th, 2005

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

Rich Smith, Vice-Chair of the Harbor Safety Committee of the San Francisco Bay Region (HSC), Westar Marine Services; called the meeting to order at 1003. **Alan Steinbrugge**, Marine Exchange of the San Bay Region (Marine Exchange); confirmed a quorum of the HSC.

The following committee members and alternates were in attendance: **Capt. Marc Bayer**, Tesoro Maritime Company; **Capt. Michael L. Beatie**, Ferry Operator; **Capt. Pete Bonebakker**, ConocoPhillips; **Len Cardoza**, Port of Oakland; **Ron Chamberlain**, Port of Benicia; **John M. Davey**, Port of San Francisco; **David Dwinell**, Army Corps of Engineers (COE); **Capt. Fred Henning**, Baydelta Maritime; **William Needham**, Pleasure Boat Operators, **Capt. Robert Pinder**, San Francisco Bar Pilots (Bar Pilots); **Linda Scourtis**, San Francisco Bay Conservation and Development Commission; **Capt. Ray Shipway**, International Organization of Masters, Mates, and Pilots; **Capt. William J. Uberti**, Sector San Francisco Bay (Sector San Francisco), United States Coast Guard (USCG); **Gerry Wheaton**, National Oceanic and Atmospheric Administration (NOAA); **Thomas Wilson**, Port of Richmond.

Also present and reporting to the HSC were **Cmdr. Pauline Cook**, USCG; **Mike Coyne**, California Office of Spill Prevention and Response, (OSPR); **Scott Humphrey**, USCG; **Ken Leverich**, California State Lands Commission (State Lands), **LtCmdr. Ross Sargent**, USCG; Also present was **Rick Holly**, OSPR.

The meeting was open to the public.

Approval of the Minutes

Corrections to the minutes of the meeting of June 9th, 2005:

Page two, last paragraph, Coast Guard report, should read: "It is working with the Ferry Operations Workgroup on ferry communications and *a routing protocol*. It is also working with the Navigation Workgroup to analyze traffic patterns *that may result from* the Oakland dredging project.

Page five, fourth paragraph, State Lands Report, should read: "Four terminals *are working on* their Environmental Impact Reports (EIR).

The minutes were unanimously accepted, as corrected. There was no discussion.

Comments by the Vice-Chair -- Smith

- Welcomed members back from the summer recess.
- Welcomed **Capt. Uberti** to the HSC.

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Coast Guard Report

LtCmdr. Sargent read selections from the June, July, and August reports that are attached to these minutes.

Capt. Uberti responded to questions.

- The captain of the fishing vessel Cheryl-C was cited for a Rule 9 violation of the right of way of the container ship *Santa Monica*.
- There had been input from some Bar Pilots that lights used by USCG escort vessels were impairing their night vision. The solution is for the pilot to speak directly to the escort vessel.
- The Maritime Security (MARSEC) Level was only affecting passenger ferries, not excursion ferries to Alcatraz or Angel Island.
- The Secure Automated Inspection Lanes (SAILS) passenger-screening test had turned up one positive result. The person was a gardener who worked with fertilizers that contain nitrates.

Cmdr. Cook reported on the progress of the ad hoc workgroup on ferry communications and routing protocols.

- The preliminary report of the workgroup was completed in July. During August the workgroup actively sought feedback on the report from ferry captains and other interested parties.
- The goal is to make the solution safe, predictable, ease congestion, and possible to expand to other ferry terminals in the Bay Area. It was also the goal to make the solution non-regulatory.

Cmdr. Cook introduced **Humphrey**, who had been tasked to come up with a preliminary routing and protocol solution based on the ad hoc workgroup's report, feedback from ferry captains, and research using VTS systems.

Humphrey gave a slide presentation that described existing traffic patterns and proposed solutions.

- The solution consists of routes, crossing junctions, awareness points, initial approach communications, final approach guidelines, exclusive maneuvering zones, and an education campaign.
- The routes will be predictable traffic lanes and they will have names.
- The crossing junctions will have more detailed procedures and guidelines developed.
- The awareness points will be places to check in with VTS and to make passing arrangements.
- Initial approach communications are to consist of *sécurité* calls on channel 13 to notify those at the Ferry Building that a vessel is inbound. The inbound vessel will then have an early opportunity to learn of conditions while there is still time to slow down.
- Final approach guidelines will consist of a specific route that should only be entered if there is space at the dock and safe maneuvering conditions around it.

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- The maneuvering zones would be exclusively for the use of the ferries operating at steerage speed. The goal is to get the zones on the charts.
- The goal of the education campaign is to inform everyone else using the Bay about the new routes and protocols.
- The input of ferry captains had been instrumental in his work.

Smith encouraged the ad hoc workgroup to continue work to refine the plan and to gain consensus from interested parties. Once there is a final product the HSC will take it up.

Davey spoke about the project:

- It is not the goal of the solution to override the master's discretion.
- The Port of San Francisco is beginning to schedule construction for 2007. The routing protocols will be useful to have for that project.
- Another six to eight weeks of input from ferry captains is expected before it will be possible to prepare a final draft for the HSC

Humphrey responded to questions:

- New ferries entering the system in the future shouldn't require an increase of VTS operators if the new protocols are in place.
- They are looking at ways to model the proposed system to make sure that no potential conflicts have been overlooked.

Wheaton said that the non-regulatory nature of the proposals might make it difficult to add the exclusionary zones to NOAA charts because they are legal documents. He said he would look into how the process was carried out in Puget Sound. **Wheaton** asked to be invited to future meetings.

Clearinghouse Report -- Steinbrugge

- A statistical report is attached to these minutes.
- There were two possible violations in June, zero in July, and one in August. The trend is steady. There had been a couple of calls from pilots about ships at the dock without escort plans. The Clearinghouse is only tasked to track ships at the Pilot Station without plans.

Steinbrugge responded to questions:

- The Clearinghouse does not track bridge clearances.

Wheaton suggested that water levels and clearances could be tied into the Physical Oceanographic Real Time System (PORTS) proposals.

Capt. Bayer suggested that the HSC explore the issue of airdrafts and bridge clearances.

Capt. Pinder said that in the past VTS had tracked the airdraft of vessels approaching the Union Pacific Bridge. He said that with more ships going to the Port of Redwood City clearances

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at the San Mateo Bridge were becoming an issue. **Cmdr. Cook** said that VTS does not currently track aircraft.

Smith asked the Navigation Workgroup to begin working on the aircraft issue.

OSPR Report -- Coyne

- Two cases are being investigated. One involved a failure to notify the Clearinghouse. The other two had to do with bollard pull ratings.
- The first Clean California Conference on Preparedness and Response, sponsored by OSPR, was to be held September 14th in Long Beach.
- A summit of the chairs of all the California HSC's was to be held October 4th in San Francisco.
- Carlton Moore had announced his retirement on September 2nd.
- Presented a certificate of appreciation to Cmdr. Cook for her "outstanding service" and "unsurpassed professional leadership" to VTS, the HSC, and the community.

NOAA Report -- Wheaton

- Four of five NOAA response teams were in the Gulf working to open ten ports. He did not know when a response team would be back in the Bay Area.
- There were notable mistakes in the Global Positioning System (GPS) coordinates for the docks listed in the new dock code list. He would like to review the blueprint.

COE Report -- Dwinell

Dwinell read from a written report that is attached to these minutes.

Capt. Bonebakker said that industry had gone along with the COE plan for dredging Pinole Shoals. He said that the dredging still wasn't done and that it was having an economic impact on industry and consumers because more trips have to be made with short loads.

Dwinell responded to questions:

- He will look into why survey results are not being posted on the web site in a timely manner.
- Other districts are having troubles with contractors protesting the bidding process.

Cardoza said that signals and other navigational aids are still being worked on. The 50 Foot Deepening Project at the Port of Oakland is fully funded through the end of the Fiscal Year 2005. The House of Representatives has \$48 million and the Senate has \$42 million for the -50 Foot Project in their respective versions of the energy and water appropriations bill for 2006.

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Dwinell responded to questions:

- There will be one contractor for dredging Bull's Head and Pinole Shoals. The goal is to dredge Pinole Shoals first but there is still no start date. Spoils will be dumped at the Montezuma Wetlands Project
- It's too early to say how Hurricane Katrina will affect the budget. The dredges should stay put since they would have to travel a long way to get to the scene.

State Lands Commission Report -- Leverich

- Statistical summary: There were 263 transfers of which, 41% were monitored. 11.25 million barrels were loaded and 21 million barrels were discharged, 15 million of which was crude oil. Ballast water inspections were conducted on 18% of qualifying vessels.
- There has only been one spill at a terminal since January. In that case an employee dropped a sample bottle.
- On September 21st there would be a customer service meeting at the Shell Clubhouse in Martinez. Two professors would be there to discuss tsunamis and the Bay Area.
- State Lands has job openings. Check the web site.

Water Transit Authority (WTA), Technical Advisory Committee Report – Cardoza

- The committee has not met and there is nothing to report.

Presentation of *Saving the Bay*, a TV documentary in production.

The lights were turned down. The video was shown. There was no discussion.

Tug Escort Workgroup – Capt. Henning

- In June OSPR formed a tug escort action committee from the State HSC's to discuss new tug testing procedures and standards. The committee met three times over the summer.
- The committee recommended that tugs only be bollard tested after a change in the ships engineering. New inspection guidelines will be developed for those occasions when tugs are routinely dry-docked for maintenance.
- OSPR will maintain a state-wide database of escort tugs so that companies can freely rearrange their boats to different regions.
- Reports to local HSC's are forthcoming.

Capt. Henning responded to questions:

- The recommendations had gone to OSPR but they had not yet gone to industry.

Navigation Workgroup – Capt. Pinder

- The committee did not meet during the summer. Lanes for deep draft traffic are on the agenda for the future.

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- The Bar Pilots had heard many positive reports about the USCG response to Katrina from their colleagues in New Orleans.

Wheaton said that he would like to be involved in the traffic lane project.

Capt. Pinder responded to questions:

- The Bar Pilots are also reporting problems with fishing boats. Maybe this would be a good topic for the Prevention Through People Workgroup.

Ferry Operations Workgroup -- Davey

- Will be sending out notices for the next meeting.
- Communication is the base of the new ferry protocols being discussed. The workgroup is addressing issues like improving communications on wing bridges.

Wheaton said that he would like to look into including the finished protocols into the *Coast Pilot*. **Davey** said that first they would have to be codified for inclusion into the Harbor Safety Plan.

Prevention Through People Work Group -- Needham

- They are working on a final product for the paddle sports community.
- Fishing boats will be added to the agenda.

Physical Oceanographic Real Time System (PORTS) Workgroup – Capt. Bayer

- On August 15th the workgroup made their request for funds to **Carlton Moore**, Administrator OSPR, and **Lisa Curtis**, Deputy Administrator OSPR. The request included the presentation of an historical overview of PORTS. A description of the present state of the system. A description of what will happen if there is no funding. And the description of what a properly funded system – with new features like air gap sensors and reliable delivery systems – could do.
- **Moore** agreed to pursue a request for \$250,000.00 funding if he received letters of support from the Bar Pilots and the Western States Petroleum Association (WSPA). Fees on WSPA members are the source of the money.
- The Bar Pilots have provided a draft letter of support. The letter from WSPA should be provided by September 16th. **Rebecca Smyth**, NOAA, has provided wording for a draft letter of support from the national PORTS project.

Capt. Bayer responded to questions:

- The draft letter from WSPA still needs to be reviewed by their Marine Committee. No opposition is expected.

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Steinbrugge reported on PORTS current status and maintenance:

- All repairs are on hold. All cellular modems are dead. To save remaining money the only land lines connected go to sensors at the Golden Gate, Richmond, and Alameda.
- If there is no funding NOAA will pull the tidal station from Richmond and take it to Seattle.

Public Comment

Mark Kasanin, chair of the Technical Advisory Group of the Water Transit Authority (WTA), said that a request for proposal for two new passenger ferries had been released. A publication depicting existing and proposed routes has been released.

Old Business

Steinbrugge said that copies of the Harbor Safety Plan are available on CD and the Marine Exchange web site. Members of the HSC should have a published copy.

New Business

Capt. Bonebakker asked what notification protocols had been in place for the recent undersea earthquake near Crescent City. He said that his vessels had first heard of the quake when he called them. **Cmdr. Cook** said that ideally VTS is supposed to notify all vessels that are checked into the system. She said she would check to see what happened that day. **Capt. Bonebakker** suggested that the HSC take up the notification issue. **Coyne** said that the Humboldt Bay HSC is also examining the issue.

Capt. Pinder asked if it was possible to use the Automated Information System (AIS) to send text message alerts to vessels. **Cmdr. Cook** said that it wasn't possible yet, but it is expected that it will be.

Next Meeting

Smith said the next meeting of the HSC would be at 1000, October 13th, at the Port of Richmond.

Adjournment

A motion to adjourn was made and seconded. There was no discussion. The motion passed without dissent. The meeting adjourned at 1200.

Respectfully submitted,



Captain Lynn Korwatch
Executive Secretary

USCG MARINE SAFETY OFFICE SAN FRANCISCO BAY	
PORT OPERATIONS - SAN FRANCISCO HARBOR SAFETY STATISTICS	
June-05	
1. PORT SAFETY CATEGORIES	TOTAL
1. Total Number of Port State Control Detentions for period: <i>(M/V PALOMA)</i>	1
SOLAS (0), MARPOL (1), ISM (0), ISPS (0)	
2. Total Number of COTP Orders for the period:	4
Navigation Safety (1), Port Safety & Security (2), ANOA (1), Other (0)	
3. Marine Casualties (reportable CG 2692) within SF Bay: Allison/Collision (2), Fire (0),	6
Grounding (0), sinking (0), Steering (0), Propulsion (3), Personnel (1)	
4. Total Number of (routine) Navigation Safety related issues / Letters of Deviation	5
Radar (2), Steering (0), Gyro (1), Echo sounder (1), AIS (1), AIS for U.S. - Form 835 (0)	
5. Reported Rule 9 or other Navigational Rule Violations within SF Bay	4
6. Significant Waterway cases or Navigation related cases for the period: <i>(Hanjin Terminal)</i>	1
7. Marine Safety Information Broadcasts (MSIBs):	2
Total Port Safety (PS) Cases opened for the period:	32
2. MARINE POLLUTION RESPONSE	TOTAL
Total Oil/Hazmat Pollution Incidents within San Francisco Bay for Period	9
* Source Identification (Discharges and potential Discharges):	
Deep Draft Commercial Vessels	0
Facilities (includes all non-vessel discharges)	2
Military/Public Vessels	1
Commercial Fishing Vessels	1
Other Commercial Vessels	1
Non-Commercial Vessels (e.g. recreational vessels)	1
Unknown Source (as of end of the period)	3
Storm Drain Runoff / Vehicle (vehicle accident)	0
*Spill Information	
Unconfirmed	4
No Spill	1
Pollution Cases Requiring Clean-up	5
Federally Funded Clean-up Cases (OSLTF-(0) / CERCLA-0)	0
Oil Discharge and Hazardous Materials Release Volumes by Spill Size Category:	
1. Spills < 10 gallons	7
2. Spills 10 - 100 gallons	2
3. Spills 100 - 1000 gallons	0
4. Spills > 1000 gallons	0
Total Oil Discharge and/or Hazardous Material release volumes (And by vessel type):	32 gal.
1. Estimated spill amount from deep draft vessels:	0
2. Estimated spill amount from commercial vessels:	11 gals.
2. Estimated spill amount from recreational vessels:	0
3. Estimated spill amount from facilities / shoreside point discharge:	21 gals
3. Estimated spill amount from unknown sources:	0
PENALTY ACTION:	
Marine Violation (MV) Cases for Period	0
Notice of Violations (TKs)	3
Letters of Warning	0

** SIGNIFICANT PORT SAFETY & SECURITY (PSS) CASES **

* 3. MARINE CASUALTIES - PROPULSION / STEERING

1. Marine Casualty - Loss of Propulsion, M/V Meridian Navigator (13Jun05): United Kingdom vessel arrived with one inoperable piston (5 remained operable). Pilots verified satisfactory maneuverability, no tug escort necessary. Vessel arrived safely, and issued one deficiency to be cleared prior to departure. Repairs completed, and vessel cleared to depart.

2. Marine Casualty - Loss of Propulsion, M/V Santa Felicita (29Jun05): German Container Ship had an inoperable fuel oil pump on the No. 2 cylinder rendering one of the six cylinders inoperable. Casualty only affected speed of vessel. Maneuverability was not compromised, no tug escort necessary. Vessel arrived safely, and was issued one deficiency to be cleared prior to departure. Repairs completed, and vessel cleared to depart.

* 4. MARINE CASUALTIES - VESSEL SAFETY CONDITIONS

1. Marine Casualty - Collision, CFV Flash (08Jun05): STA SF responded to a report at the San Leandro Marina that the Commercial Fishing Vessel FLASH struck the pier during its approach. 3 POB were alcohol tested with NEGRES. The duty-investigating officer responded on scene to investigate. The RP was conducting repairs to his engine and accidentally hit the throttle, which snapped the mooring lines. The vessel clipped the bow of a bay liner and caused damage to finger docks M1 & M3. The vessel sustained minor damage above the waterline on the port side.

2. Marine Casualty - COTP Order / Detention, M/V Paloma C (17Jun05): Panamanian Vessel underwent a Port State Control boarding while moored in Redwood City, CA. Serious security and pollution prevention deficiencies were noted resulting in COTP order issued to detain the vessel in port until the deficiencies were corrected. CDO received the Class Society audit required from the vessel COTP Order was rescinded.

3. Marine Casualty - Collision, M/V Saga Musketeer (21Jun05): The Bahama flagged M/V SAGA MUSKETEER allieded with T/B FOSS 248 P-3 at the Shore terminal in Richmond. The M/V SAGA MUSKETEER was inbound to the LEVIN Terminal in the Port of Richmond. The barge sustained damage approx 8 feet long on the rub rail of the port bow, denting the 3" rubrail on the corner of the deck approx 1.5". The barge had two large truck tires hanging in the area that absorbed some of the impact. The allision remains under investigation.

* 5. COAST GUARD - GENERAL SAFETY/SECURITY CASES

1. Port Safety - Rule 9 Violation (18Jun05): Pilot aboard the M/V EOS1 reported an alleged Rule 9 violation by the F/V PHU QUY in the vicinity of Fort Mason. STA SF boarded the F/V and faxed Master's report to GRP. The pilot also provided a statement. Investigation continues.

2. Port Safety - Rule 9 Violation (18Jun05): Pilot aboard the M/V MERIDIAN NAVIGATOR reports alleged Rule 9 violation in the Stockton Deep Water Channel by unknown recreational vessel. CG STA Rio Vista unable to locate rec. vessel.

3. Port Safety - Rule 9 Violation (23Jun05): F/V PHA QUY reported fishing in the deep water channel of San Pablo Bay. Vessel was boarded by STA Vallejo for fishing in the middle of San Pablo Bay and not moving out of the channel as the T/V GENERAL VILLA headed inbound. Incident remains under investigation.

4. Port Safety - Rule 9 Violation (26Jun05): The TUG SIRIUS (U.S.) reported a potential rule 9 violation with the S/V RUSALKA. Case remains under investigation.

6. SIGNIFICANT MARINE ENVIRONMENTAL RESPONSE (MER) CASES:

None.

7. SIGNIFICANT PORT SAFETY INFORMATION or EXERCISES

1. Marine Safety/Security Information Bulletin 05-15: "Vessel Draft Reporting" - The MSIB was released to remind vessels that reporting accurate drafts to the San Francisco Bar Pilots and the Coast Guard Vessel Traffic Service is imperative to safe navigation through San Francisco Bay.

2. Marine Safety/Security Information Bulletin 05-16: "Public Hearings on Environmental Impacts of Increased Oil Removal Capacity Requirements" - This MSIB announces that the Coast Guard plans to hold four public meetings to solicit comments on the draft programmatic environmental impact statement (DPEIS) for the rule making on Vessel and Facility Response Plans for Oil. The DPEIS addresses the increase in the oil removal capacity for tank vessels and marine transportation-related facilities and added requirements for new response technologies.

3. Port Safety and Security - Reported Terrorist Threat, Hanjin Terminal (03JUN05): MSO received notification from CBP of intelligence supporting possible explosives shipped inside two containers off loaded in the Port of Oakland. Multi Agency response operations were coordinated and included the identification of one container as a possible terrorist threat. A Security Zone surrounding the terminal and adjacent waters was established in the Oakland Inner Harbor for 4 hours securing all traffic in the vicinity of Berth 55-56 for the safety of mariners. Bomb squad testing of the suspect 40 foot container determined negative results and the threat was downgraded to a probable hoax. The waterway was then reopened for traffic. Additional intelligence attained the following day reported the initial report was false. Case Closed.

4. OPERATION SAFE PORT (08JUN05): The Maritime Administration (MARAD), with the assistance of USCG, Industry, and multiple law enforcement agencies led a one day Homeland Security Exercise in San Francisco Bay testing the capabilities of removing a radiological or explosive container threat from an anchored vessel in the Port of San Francisco. The exercise involved removing over 10 containers from the M/V HORIZON CONSUMER to the MARAD vessel KEYSTONE STATE, and removal of the suspect container to a lash barge to isolate the threat container. The exercise demonstrated the capabilities of the MARAD crane ship in safely removing a threat container before the container reaches the pier.

USCG MARINE SAFETY OFFICE SAN FRANCISCO BAY	
PORT OPERATIONS - SAN FRANCISCO HARBOR SAFETY STATISTICS	
July-05	
1. PORT SAFETY CATEGORIES	
TOTAL	
1. Total Number of Port State Control Detentions for period:	1
SOLAS (0), MARPOL (0), ISM (0), ISPS (1 - M/V Modern Peak, <i>Panama</i>)	
2. Total Number of COTP Orders for the period:	9
Navigation Safety (5), Port Safety & Security (2), ANOA (2), Other (0)	
3. Marine Casualties (reportable CG 2692) within SF Bay: Allison/Collision (3), Fire (0),	18
Grounding (5), sinking (3), Steering (0), Propulsion (5), Personnel (2)	
4. Total Number of (routine) Navigation Safety related issues / Letters of Deviation	6
Radar (0), Steering (0), Gyro (0), Echo sounder (0), AIS (3), AIS for U.S. - Form 835 (3)	
5. Reported & Actual Rule 9 or other Navigational Rule Violations within SF Bay	1
6. Significant Waterway cases or Navigation related cases for the period:	0
7. Marine Safety Information Broadcasts (MSIBs): MSIBs #17 & 18	2
Total Port Safety (PS) Cases opened for the period:	36
2. MARINE POLLUTION RESPONSE	
TOTAL	
Total Oil/Hazmat Pollution Incidents within San Francisco Bay for Period	11
* Source Identification (Discharges and potential Discharges):	
Deep Draft Commercial Vessels	0
Facilities (includes all non-vessel discharges)	1
Military/Public Vessels	0
Commercial Fishing Vessels	2
Other Commercial Vessels	2
Non-Commercial Vessels (e.g. recreational vessels)	5
Unknown Source (as of end of the period)	1
Storm Drain Runoff / Vehicle (vehicle accident)	0
*Spill Information	
Unconfirmed	4
No Spill	0
Pollution Cases Requiring Clean-up	6
Federally Funded Clean-up Cases (OSLTF-(1) / CERCLA-0)	1
Oil Discharge and Hazardous Materials Release Volumes by Spill Size Category:	
1. Spills < 10 gallons	5
2. Spills 10 - 100 gallons	2
3. Spills 100 - 1000 gallons	1
4. Spills > 1000 gallons	0
Total Oil Discharge and/or Hazardous Material release volumes (And by vessel type):	365 gals.
1. Estimated spill amount from deep draft vessels:	0
2. Estimated spill amount from commercial vessels:	103 gals.
2. Estimated spill amount from recreational vessels:	12
3. Estimated spill amount from facilities / shoreside point discharge:	250
3. Estimated spill amount from unknown sources:	0
PENALTY ACTION:	
Marine Violation (MV) Cases for Period	0
Notice of Violations (TKs)	2
Letters of Warning	3

** SIGNIFICANT PORT SAFETY & SECURITY (PSS) CASES **

* 3. MARINE CASUALTIES - PROPULSION / STEERING

1. Marine Casualty - Loss of Propulsion, T/V Platinum (28July05): Vessel experienced a loss of propulsion while shifting at Rodeo Berth 3. Loss of propulsion was caused by the loss of start air pressure in the main engine. Cause attributed to crew activity. Once the air pressure built back up, propulsion was regained and no additional problems occurred. A CG-2692 was filled out to report the loss of propulsion. Case closed.

2. Marine Casualty - Loss of Propulsion, M/V Henry (28July05): COTP Order 05-043 issued to the Greek vessel for a minor loss of propulsion while departing Berth 35 for sea. Vessel immediately removed and conducted testing. A faulty start air control valve was replaced. Classification society completed testing and repairs were all satisfactory. COTP Order was rescinded, and vessel was cleared to depart. Case Closed.

* 4. MARINE CASUALTIES - VESSEL SAFETY CONDITIONS

1. Marine Casualty - Grounding, M/V New Light (11July05): COTP Order 05-039 issued to Panamanian inbound cement vessel to Stockton. Vessel ran soft aground in the Stockton Channel near Range B. Vessel required to have a Classification Society Hull survey completed prior to departure. COTP Order was amended to allow vessel to shift from Stockton to Anorage Nine to complete hull survey. Hull survey completed, no damage recorded, and COTP Order rescinded. Case Closed.

2. Marine Casualty - Grounding, M/V Star Evanger (20July05): SF Bar Pilot onboard the inbound Norwegian vessel reported to Vessel Traffic Service of a possible soft grounding on the port side while mooring up to San Francisco Pier 80 from the southern ship channel. COTP Order 05-042 issued requiring hull survey prior to departure. Hull survey completed, no significant damage recorded, only minor paint scraping, and the COTP Order was rescinded. Case Closed.

3. Marine Casualty - Allision, P/V Golden Bear (29July05): U.S. vessel was departing the pier and operating in tight quarters. Vessel momentarily lost the starboard engine while maneuvering; vessel drifted back onto and struck Pier 39. There were 279 passengers on board that were taken off the vessel by Westar Services. Minor damage to the pier was assessed. CG-2692 completed by master; case remains under investigation.

* 5. COAST GUARD - GENERAL SAFETY/SECURITY CASES

1. Port Security - Possible Bomb Threat (10July05): Coast Guard received notification from VTS of a suspicious package onboard the Ferry Marin. Twin Cities PD, Joint Terrorism Task Force and FBI were also notified. All passengers were evacuated from the ferry and moved to a secure location at the Larkspur ferry terminal. A 500 yard security zone was established around the ferry. Department of Forestry Explosive Ordinance Division conducted an X-Ray of the package and determined that it contained four empty wine bottles. The FBI interviewed a possible owner of the package. MSO San Francisco Bay secured operations and lifted the security zone. Case closed.

2. Port Safety - Reported Rule 9 Violation (30July05): Escort Tug Z4 reported a near miss between the S/V Arabesque and the tug Eagle (towing Barge Jovalon). The S/V sailed between the tug and the barge. Incident was not a Rule 9 Violation, but rather unsafe maneuvering. The tow wire was slack enough to allow the S/V to pass w/o incident. S/V Arabesque reported the vessel was on autopilot at the time. Group completed a boarding of the S/V and found no volitions or intoxication. Case closed.

3. Port Safety - S/V's Talofa & S/V Mistral minor collision (30July05): Both sailing vessels briefly collided into one another while operating near the west span of the SF-Oakland Bay Bridge during the Tall Ship festival. Both vessels were operating under sail; minor damage on both vessels were recorded. Both vessels were not operating under CG licenses. Case closed.

6. SIGNIFICANT MARINE ENVIRONMENTAL RESPONSE (MER) CASES:

1. Grounding, F/V JEWELL, Half Moon Bay (10JUL05): Coast Guard received Mayday call from 47' wooden fishing vessel grounded at Venice Beach, Half Moon Bay, located immediately south of Pillar Point Harbor. The coastline is part of the Monterey Bay National Marine Sanctuary. Vessel reportedly lost power and drifted into the surf line. Vessel unable to be salvaged. Oil Spill Liability Trust Fund was accessed to commence clean-up operations. Vessel contained 1500 gallons of diesel. Parker Diving was contracted to remove fuel. Cost documentation and cause of grounding remains under investigation.

2. T/V Mercure, Anchorage Nine Cargo Transfer, San Francisco Bay (12July05): Marshal Islands Tank Vessel requested Coast Guard permission for fertilizer cargo transfer. COTP Order 05-040 issued allowing vessel to conduct cargo transfer ops above deck using a portable pump due to inoperable valve in the transfer line between #1 Center Cargo Tank and #2 Center Cargo Tank. COTP Order specified Coast Guard required safety actions prior to the transfer and repair prior to next U.S. port arrival.

3. Sinking, F/V Tammy Lynn, U.S. (26JUL05): A 43' Wooden Fishing Vessel sank in the vicinity of Davis Point in Vallejo. Four persons were in the water and rescued. Army Corp of Engineers surveyed the area of the sinking. USCG District Eleven deemed the vessel a hazard to navigation and requested ACOE assistance to have the vessel salvaged and removed from the waterway.

4. Grounding, P/C Tasia, Oakland Middle Harbor (29JUL05): A 51 ft. recreational cabin cruiser ran hard aground on the Oakland Middle Harbor Breakwall around 11 p.m. 15 people rescued, 2 suffering medevac attention. The vessel was removed from the breakwall and brought to Alameda for repairs. Minor Pollution noted. Case Closed.

7. SIGNIFICANT PORT SAFETY INFORMATION or EXERCISES:

1. Marine Safety/Security Information Bulletin 05-17 (07July05): "Security Plan Review" - MSIB was released to inform that the Federal Maritime Security Coordinator (FMSC) for Northern California recommended that all vessels, companies and facilities should review their security plans and procedures, and report any suspicious activity to the Coast Guard or local law enforcement due to the terrorist attack in London.

2. Marine Safety/Security Information Bulletin 05-18 (07July05): "Notice of Maritime Security Level Two Implementation" - MSIB was released to inform that the Coast Guard raised the Maritime Security (MARSEC) Level to MARSEC-2 for Maritime Mass Transit Vessels and Facilities in conjunction with the Department of Homeland Security raising the Threat Level to Orange for Mass Transit Infrastructures.

3. Port Safety and Security - Marine Event of National Significance (MENS): TALL SHIP 2005 (28July05). SAIL SAN FRANCISCO! 2005 showcased the largest gathering of tall ships on the San Francisco Bay since their highly successful International Maritime Festival in 2002. This year's event opened with a visually spectacular array of international and local ships taking part in the PARADE OF SAIL along San Francisco's waterfront. Several of the ships either welcomed visitors aboard for guided tours and/or took passengers on day sails. The MSO's involvement included assisting with the creation of an event plan, coordinating security requirements, providing moored attraction vessel and excursion permits, and inspecting numerous foreign and domestic participating vessels.

USCG SECTOR SAN FRANCISCO

PREVENTION / RESPONSE - SAN FRANCISCO HARBOR SAFETY STATISTICS

August-05

PORT SAFETY CATEGORIES

TOTAL

1. Total Number of Port State Control Detentions for period:	0
SOLAS (0), MARPOL (0), ISM (0), ISPS (0)	
2. Total Number of COTP Orders for the period:	4
Navigation Safety (1), Port Safety & Security (1), ANOA (2), Other (0)	
3. Marine Casualties (reportable CG 2692) within SF Bay: Allison/Collision (1), Fire (0),	3
Grounding (0), sinking (1), Steering (0), Propulsion (1), Personnel (0)	
4. Total Number of (routine) Navigation Safety related issues / Letters of Deviation	10
Radar (1), Steering (0), Gyro (0), Echo sounder (0), AIS (6), AIS-835 (3)	
5. Reported or Verified "Rule 9" or other Navigational Rule Violations within SF Bay	1
6. Significant Waterway events or Navigation related cases for the period:	0
7. Maritime Safety Information Bulletins (MSIBs): 05-19	1
Total Port Safety (PS) Cases opened for the period:	30

MARINE POLLUTION RESPONSE

TOTAL

Total Oil/Hazmat Pollution Incidents within San Francisco Bay for Period	08
* Source Identification (Discharges and potential Discharges):	
Deep Draft Commercial Vessels	0
Facilities (includes all non-vessel discharges)	0
Military/Public Vessels	0
Commercial Fishing Vessels	0
Other Commercial Vessels	1
Non-Commercial Vessels (e.g. recreational vessels)	3
Unknown Source (as of end of the period)	4
Storm Drain Runoff / Vehicle (vehicle accident)	0
*Spill Information	
Unconfirmed	4
No Spill	1
Pollution Cases Requiring Clean-up	2
Federally Funded Clean-up Cases (OSLTF-(1) / CERCLA-1)	2
Oil Discharge and Hazardous Materials Release Volumes by Spill Size Category:	
1. Spills < 10 gallons	3
2. Spills 10 - 100 gallons	1
3. Spills 100 - 1000 gallons	0
4. Spills > 1000 gallons	0
Total Oil Discharge and/or Hazardous Material release volumes (And by vessel type):	47.5 gals
1. Estimated spill amount from deep draft vessels:	0
2. Estimated spill amount from commercial vessels:	0
2. Estimated spill amount from recreational vessels:	47.5
3. Estimated spill amount from facilities / shoreside point discharge:	0
3. Estimated spill amount from unknown sources:	0
PENALTY ACTION:	
Marine Violation (MV) Cases for Period	0
Notice of Violations (TKs)	1

** SIGNIFICANT PORT SAFETY & SECURITY (PSS) CASES **

* A. MARINE CASUALTIES - PROPULSION / STEERING

1. Marine Casualty - Collision, P/V Five Stars (06Aug05): Coast Guard received a report of a small passenger vessel, FIVE STARS, that while leaving a gas dock in San Rafael (South Beach Harbor) it collided with a small fishing boat at anchor, dragging the anchor across the vessel and causing minor damage. The crew from the P/V FIVE STARS retrieved the anchor and the F/V as able to dislodge itself. Investigations Duty Officer and Duty Marine Inspector were notified. Cause of the collision remains under investigation.

2. Marine Casualty - Loss of Propulsion, M/V CIELO DI LOS ANGELES (14Aug05): Vessel was mooring at Berth 58, Port of Oakland when it experienced a temporary loss of power. The vessel's lines were attached to the pier, but without power, it was unable to secure the vessel properly. COTP Order 05-047 was issued requiring the vessel to have 2 tugs on stand-by until power was restored and the vessel was properly moored. At approximately 23:59, the vessel's power was restored, properly moored and the tugs were released. CG 2692 and Class Society report received, case closed.

* B. MARINE CASUALTIES - VESSEL SAFETY CONDITIONS

1. Marine Casualty - Grounding, 51' Sea Ray (01Aug05): Coast Guard received a 911 transfer call from a vessel that ran aground in the Oakland Estuary. The vessel had 15 persons on board (06 adults, 09 children). Coast Guard arrived on scene and transferred 2 injured personnel to the Jack London Square Marina where EMS was waiting to provide care. The 13 remaining persons on board were removed from the vessel and transferred to Jack London Square. The area of the grounding is currently under investigation to determine if any aides to navigation are required to warn mariners of its presence.

* C. COAST GUARD - GENERAL SAFETY/SECURITY CASES

1. Port Safety - M/V DANNY BOY (11Aug05): Bahama flagged vessel requested a COTP waiver to conduct bunkering operations at Anchorage 8. As per COTP Advisory 02-97, all bunkering operations will occur in Anchorage 9 due to further distance from environmental sensitive sites listed in the Area Contingency Plan. Vessel directed to conduct bunkering in Anchorage 9 or pier side and the waiver for Anchorage 8 was denied.

2. Port Safety - Rule 9 Violation (17Aug05): Vessel Traffic Service (VTS) received a report from the container ship M/V SANTA MONICA that the pilot had to evasively maneuver to port to avoid collision with the F/V CHERYL-C. Station Golden Gate boarded the CHERYL-C finding only one person on board. The individual was found in possession of illegal drugs and stolen firearms. Station Golden Gate escorted the vessel to Pier 45 to transfer custody of the individual to San Francisco PD. Case remains under investigation for civil penalty prosecution.

SIGNIFICANT MARINE ENVIRONMENTAL RESPONSE (MER) CASES:

1. P/C COURYS 90, Tiki Lagoon: Subject Vessel sank on 27 JUL: IMD team went to assess the situation and the responsible party was taking some action and had a sorbent boom and pads in the water to contain the diesel and other solvents that were spilled. After the owner failed to hire a clean up contractor or take appropriate action as directed by a administrative order, IMD used federal funds (OSLTF) to hire Parker Diving to remove all soiled pads and replace them. On 1 Aug, 155 gallons of household hazardous waste had been removed from the vessel. A small amount of fuel remained in the tanks; federal funds were maintained to keep containment boom in place until 11 Aug. Case remains open.

SIGNIFICANT PORT SAFETY INFORMATION or EXERCISES

1. Maritime Safety/Security Information Bulletin 05-19 (12Aug05): "Maritime Security Level One Implementation" - MSIB was issued to inform the maritime community that the Maritime Security Level (MARSEC) had been lowered to MARSEC One for all Maritime Mass Transit Vessels and Facilities in Northern California effective at 2000 hours local time on August 12, 2005. MARSEC Level Two was raised for Maritime Mass Transit Vessels for safety and security reasons in July shortly after the London Terrorist attacks.

2. USCG SECTOR San Francisco - Standup (26Aug05): Coast Guard Marine Safety Office San Francisco Bay, Coast Guard Vessel Traffic Service San Francisco, and Coast Guard Group San Francisco merged into Coast Guard Sector San Francisco. The Sector Commander is CAPT William J. Uberti, and the Deputy Sector Commander is CAPT David Swatland. All function of the MSO, VTS, and Group will be maintained. Operations will be combined into 4 new departments: Prevention, Response, Logistics, and Planning.

3. Operation SAIL II Program (29Aug05): The **Secure Automated Inspection Lanes II (SAIL II)** program was commenced to evaluate emerging technologies to screen passengers and vehicles for explosives. The program will last for 30 days and is being conducted at Larkspur. Agencies involved include USCG, TSA, and in conjunction with Golden Gate Ferry.

*** **

VTS Vessel Transit Stats

Transits include: all inbound, outbound & intrabay transits	# Transits Last month	# Transits this month	Pct chg fm last month	# Transits a year ago	Pct chg fm a year ago
Vessel Category	Jul-05	Aug-05		Aug-04	
PUBLIC (incl ACOE, Research, USCG, Naval etc.)	145	127	-12%	147	-14%
TANKER (incl: ITB's)	209	174	-17%	233	-25%
CARGO (incl container, bulker, & freight vsls)	417	415	0%	586	-29%
TUGs with TOWS (incl: ATB's and tank barges)	1992	2058	3%	2589	-21%
FERRIES (incl both commuter and bay cruise ferries)	7590	7726	2%	8017	-4%
MISC (incl: school ships, recreation, fishing, & unknown vsls)	1279	1244	-3%	351	254%
PASSENGER (incl cruise ships, and smaller charter vessels)	50	76	52%	61	25%
TOTAL vsl transits	11682	11820	1%	11984	-1%

San Francisco Bay Clearinghouse Report For June 2005

San Francisco Bay Region Totals

			<u>2004</u>
Tanker arrivals to San Francisco Bay	76		62
Tank ship movements & escorted barge movements	326		276
Tank ship movements	205	62.88%	175
Escorted tank ship movements	91	27.91%	86
Unescorted tank ship movements	114	34.97%	89
Tank barge movements	121	37.12%	101
Escorted tank barge movements	58	17.79%	59
Unescorted tank barge movements	63	19.33%	42
Percentages above are percent of total tank ship movements & escorted barge movements for each item.			
Escorts reported to OSPR	2		1

<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	220		309		0		166		695	
Unescorted movements	106	48.18%	170	55.02%	0	0.00%	85	51.20%	361	51.94%
Tank ships	75	34.09%	114	36.89%	0	0.00%	52	31.33%	241	34.68%
Tank barges	31	14.09%	56	18.12%	0	0.00%	33	19.88%	120	17.27%
Escorted movements	114	51.82%	139	44.98%	0	0.00%	81	48.80%	334	48.06%
Tank ships	70	31.82%	85	27.51%	0	0.00%	42	25.30%	197	28.35%
Tank barges	44	20.00%	54	17.48%	0	0.00%	39	23.49%	137	19.71%

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 July 2005

San Francisco Bay Region Totals

		<u>2004</u>
Tanker arrivals to San Francisco Bay	69	70
Tank ship movements & escorted barge movements	370	330
Tank ship movements	223	201
Escorted tank ship movements	109	99
Unescorted tank ship movements	114	102
Tank barge movements	147	129
Escorted tank barge movements	67	69
Unescorted tank barge movements	80	60
Percentages above are percent of total tank ship movements & escorted barge movements for each item.		
Escorts reported to OSPR	0	3

Movements by Zone	Zone 1	%	Zone 2	%	Zone 4	%	Zone 6	%	Total	%
Total movements	228		335		0		190		753	
Unescorted movements	108	47.37%	176	52.54%	0	0.00%	89	46.84%	373	49.54%
Tank ships	72	31.58%	112	33.43%	0	0.00%	45	23.68%	229	30.41%
Tank barges	36	15.79%	64	19.10%	0	0.00%	44	23.16%	144	19.12%
Escorted movements	120	52.63%	159	47.46%	0	0.00%	101	53.16%	380	50.46%
Tank ships	74	32.46%	105	31.34%	0	0.00%	54	28.42%	233	30.94%
Tank barges	46	20.18%	54	16.12%	0	0.00%	47	24.74%	147	19.52%

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 August 2005

San Francisco Bay Region Totals

			<u>2004</u>
Tanker arrivals to San Francisco Bay	72		65
Tank ship movements & escorted barge movements	336		297
Tank ship movements	200	59.52%	191
Escorted tank ship movements	101	30.06%	96
Unescorted tank ship movements	99	29.46%	95
Tank barge movements	136	40.48%	106
Escorted tank barge movements	64	19.05%	59
Unescorted tank barge movements	72	21.43%	47
Percentages above are percent of total tank ship movements & escorted barge movements for each item.			
Escorts reported to OSPR	1		0

Movements by Zone	Zone 1	%	Zone 2	%	Zone 4	%	Zone 6	%	Total	%
Total movements	211		311		0		173		695	
Unescorted movements	93	44.08%	157	50.48%	0	0.00%	81	46.82%	331	47.63%
Tank ships	66	31.28%	97	31.19%	0	0.00%	44	25.43%	207	29.78%
Tank barges	27	12.80%	60	19.29%	0	0.00%	37	21.39%	124	17.84%
Escorted movements	118	55.92%	154	49.52%	0	0.00%	92	53.18%	364	52.37%
Tank ships	76	36.02%	98	31.51%	0	0.00%	52	30.06%	226	32.52%
Tank barges	42	19.91%	56	18.01%	0	0.00%	40	23.12%	138	19.86%

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 2005

San Francisco Bay Region Totals

			<u>2004</u>
Tanker arrivals to San Francisco Bay	520		690
Tank ship movements & escorted barge movements	2,660		3,229
Tank ship movements	1,548	58.20%	1,869
Escorted tank ship movements	736	27.67%	917
Unescorted tank ship movements	812	30.53%	952
Tank barge movements	1,112	41.80%	1,360
Escorted tank barge movements	562	21.13%	703
Unescorted tank barge movements	550	20.68%	657
Percentages above are percent of total tank ship movements & escorted barge movements for each item.			
Escorts reported to OSPR	9		24

Movements by Zone	Zone 1	%	Zone 2	%	Zone 4	%	Zone 6	%	Total	%
Total movements	1,648		2,458		0		1,368		5,474	
Unescorted movements	750	45.51%	1,258	51.18%	0	0.00%	647	47.30%	2,655	48.50%
Tank ships	515	31.25%	802	32.63%	0	0.00%	363	26.54%	1,680	30.69%
Tank barges	235	14.26%	456	18.55%	0	0.00%	284	20.76%	975	17.81%
Escorted movements	898	54.49%	1,200	48.82%	0	0.00%	721	52.70%	2,819	51.50%
Tank ships	514	31.19%	696	28.32%	0	0.00%	371	27.12%	1,581	28.88%
Tank barges	384	23.30%	504	20.50%	0	0.00%	350	25.58%	1,238	22.62%

Notes:

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

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

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

September 8, 2005

1. CORPS 2005 O&M DREDGING PROGRAM

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

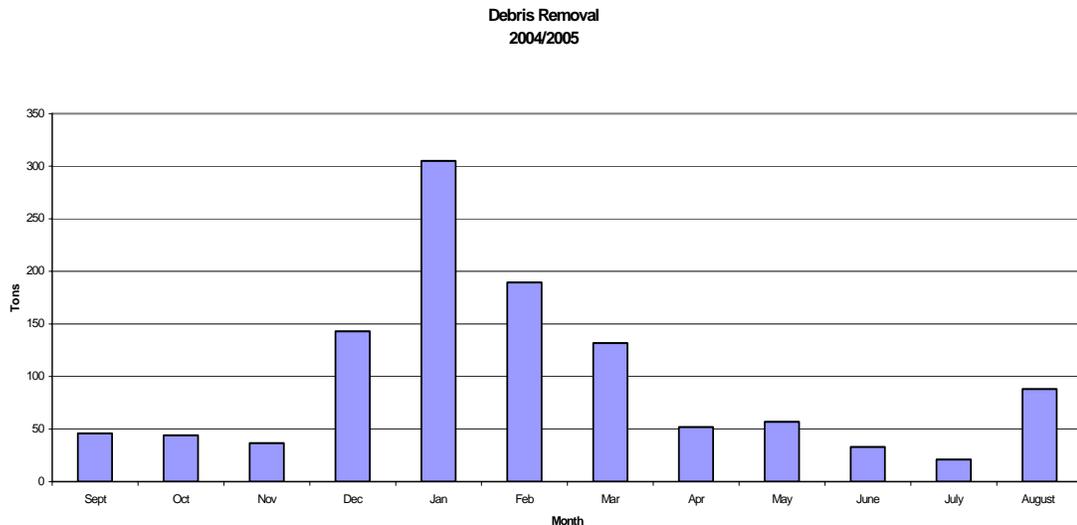
- a. **Main Ship Channel** – Project is complete. Project was accomplished by the Government Dredge “Essayons”. Dredged material disposal is at SF-8 and Ocean Beach. Approximately 300,000 cubic yards of material was disposed near shore to Ocean Beach in order to reduce beach erosion as beneficial reuse of the Material. Next year the Corps will increase public awareness of this project because of numerous reports of a ship running aground because the “Essayons” was very near shore. We may post information signs on the beach.
- b. **Richmond Outer Harbor and Southampton Shoal** – Project is complete. Project was accomplished by the Government Dredge “Essayons”. Dredge material disposal was at the Alcatraz Dredged Material Disposal Site (SF-11).
- c. **Richmond Inner Harbor** – Project is complete. Project was accomplished by the Government Dredge “Essayons”. Material went in bay to SF-11.
- d. **Oakland Outer and Inner Harbor** – Corps has a contract in place with Great Lakes Dredging with an option that the Corps could exercise to do this years dredging. The Corps has determined that it will not exercise the option year on this contract. The maintenance material will be included with the deepening contract. The dredged material will be disposed of at the Montezuma Wetland Restoration Project Disposal Site. This project is will underway.
- e. **Suisun Bay Channel** – Need to advertise for a new dredging contract this year. Dredging window opens June 1, 2005. The solicitation for this contract went out on July 6, 2005. The bid opening was scheduled for August 9, 2005. However, on August 4, 2005 the Corps received a pre bid protest and the bid opening had to be delayed. The pre bid protest has been resolved and bids were opened on September 1st. Manson is the apparent low bidder. We hope to award the contract by the end of next week, but this depends on the contractor turning in the required information such as the equipment list and performance bond. The contract for this project is combined with the Pinole Shoal Project.

- f. **Pinole Shoal** – Requires a new dredging contract. The solicitation for this contract went out on July 6, 2005. Bid opening was scheduled for August 9, 2005. However, on August 4, 2005 the Corps received a pre bid protest and the bid opening had to be delayed. The pre bid protest has been resolved and bids were opened on September 1st. Manson is the apparent low bidder. We hope to award the contract by the end of next week, but this depends on the contractor turning in the required information such as the equipment list and performance bond. The contract for this project is combined with Suisun in order to conserve funds. Dredging window is from June 1 to 30 November. No testing is required this year.

- g. **Redwood City** – Corps performed full testing on this material this year – Material is scheduled to be disposed of in bay. Dredging window is from June 1 to November 30. At the present time the President’s budget for FY 2006 contains funding for this project. The Corps was able to reprogram \$1,300,000 in funds in order to start dredging Redwood City this year. The solicitation for this contract went out on July 8, 2005. Bid opening was scheduled for August 10, 2005. However, on August 4, 2005 the Corps received a pre bid protest and the bid opening had to be delayed. The pre bid protest has been resolved and the bids were opened on September 1st. Dutra is the apparent low bidder. The Corps hopes to award the contract by the end of next week, but this depends on the contractor turning in the required information such as the equipment list and the performance bonds.

2. DEBRIS REMOVAL

The total tonnage of debris collected on the San Francisco Bay for June 2005 was 33.00 tons, for July 2005 was 21 tons and for August 2005 was 88 tons.



3. UNDERWAY OR UPCOMING HARBOR IMPROVEMENTS

a. Oakland 50-ft –

The project goals are to get the Outer Harbor down to 46 feet first, then to get the Inner Harbor down to 46 feet. After the 46 foot depth is achieved, then we will take the project down to the 50-foot depth. By phasing the project in this way the project sponsor will get a greater utilization until the 50-foot depth is achieved. We continue to make progress, but there have been some delays. The Corps has three contracts underway. The first contract is for the containment structure for middle harbor. This contract is almost complete. The second contract is the dredging contract. It combined the dredging of the Outer Harbor to an interim depth of 46 feet and the Inner Harbor to an interim depth of 46 feet. The Outer Harbor is now down to the interim depth of 46 feet and we are starting on the Inner Harbor is about 90 percent complete. We have dredged approximately 3,200,000 cubic yards or more under this contract. The third contract is a marine construction contract for the last phase on the Inner Harbor Turning Basin. This contract is will underway. The contractor is in the process of driving the tension piles. One issue with these contracts is that the Corps has not had sufficient Federal funds to support them. The Port of Oakland, the project sponsor, has been funding much of these contracts.

The Corps is getting ready to award an additional contract. This one is to deepen the entrance channel to 50 feet. The bid opening was scheduled for September 7, 2005, but was extended to September 21 to account for over depth and other issues. This material is scheduled to go to the Montezuma Wetlands Restoration Project.

Looking ahead to next year (FY06), there is approximately 48 million dollars in the president's budget. But we will not know the final amount until the budget is passed and signed.

4. EMERGENCY (URGENT & COMPELLING) DREDGING

There has been no emergency dredging in FY 2005 and the Corps is working hard in its dredging program to try to eliminate the need for emergency dredging. For example, in FY 2004 we continued to perform advanced maintenance in the Suisun Channel at Bull's Head Reach.

5. OTHER WORK

San Francisco Bay to Stockton

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 year the Corps has received approximately \$250,000 for this project and we are attempting to reprogram additional fund. The Corps has finalized the scope for the full General Re-evaluation Report (GRR) and we have completed the Project Management Plan. The Project Management Plan and the Design Agreement were approved by the Port of Stockton's Board on April 5, 2004. Contra Costa County has existing agreement in place with the Port of Stockton that they can utilize for this

project. The goal is to complete the GRR by 2007. The San Francisco District has brought in the Corps Engineer Research and Development Center (**ERDC**) to address the issue of no return water from a dredge material disposal site that is being required by the Central Valley Regional Water Quality Control Board. The hydrographic survey has been completed and a salinity model is being run. We are have flown the orthophotos (corrected photo map) of the project while the vegetation was at a minimum. We lack the funds to process the photos and analyze the date. We are trying to reprogram funds to enable us to complete this work.

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

Sacramento River Deep Water Ship Channel Deepening

Status – Project is now on hold because the non-federal sponsor is unable to provide their portion of the required cost share for this project.

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 has received approximately \$350,000 for this year. The Corps developed a Project Management Plan (PMP) and the Port concurred to initiate the study in July 2002. We are doing a Limited Re-evaluation Report (LRR) that focuses on economics and updating the environmental documentation. The studies should take approximately 24 months. We are continuing to work on this project. We have awarded the contract for the salinity model and have received the draft report. The initial estimate is we will need capacity to dispose of approximately 6.5 million cubic yards of material. In reviewing the project we have had to reestablish the channel location and the review shows that some portions of the channel were never built to the required specifications. The San Francisco District has brought in the Corps Engineer Research and Development Center (**ERDC**) to address the issue of no return water from a dredge material disposal site that is being required by the Central Valley Regional Water Quality Control Board. We are have developed a sampling and analysis plan (SAP) for sediment testing and it has been submitted to the Central Valley Regional Water Quality Control Board for review and approval. We have flown the orthophotos (corrected photo map) of the project while the vegetation was at a minimum. However, the data has not been processed.

Address of Corps' web site for completed hydrographic surveys

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

TUG ESCORT WORK GROUP

From: Fred Henning, Work Group Chair
Subject: Meeting results from OSPR Meetings over the summer months
Date: September 8, 2005

An Escort Tug Action Team (ETAT) was formed in June by OSPR for the expressed purpose of examining current bollard pull testing of escort tugs statewide.

We met 3 times over the summer and the results of our meetings will be in the form of a report to the administrator in the next few months.

Our recommendations are to establish a new set of state escort tug inspection guidelines in lieu of required periodic bollard pull testing. These will correspond with already conducted inspections based on ABS dry-dockings conducted at specified periods. Even non-ABS classed tugs are dry-docked and inspected periodically. During these dry-dockings the tug will be made available to state inspection. A report will be submitted by the tug company following the inspection to re-certify the tug for a specified period.

All current escort tugs statewide have bollard pull tests certified by a marine surveyor. So a new bollard pull test will only be required when a change is made to the engine, drive train, or propulsion system. Also all new escort tugs will be required to submit a certified test prior to entering escort service. OSPR will maintain a state wide database of all escort tugs allowing for companies to move equipment from port to port.

The next meeting of the ETAT will be Sept 21 in Sacramento to finalize our report.

Respectfully,

Fred Henning

Harbor Safety Committee

of the San Francisco Bay Region

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

July 31, 2005

Mr. Carlton Moore
OSPR Administrator
Department of Fish and Game
1700 K Street, Suite 250
Sacramento, CA 95814

Dear Carlton:

The San Francisco Harbor Safety Committee (HSC) 2005 Harbor Safety Plan continues to support the Physical Ocean Real Time System (PORTS) in the bay, installed in the late 1990's by NOAA. The Harbor Safety Plan, page 160, states:

“The Harbor Safety Committee urges that the OSPR Administrator support P.O.R.T.S. as a high priority and that OSPR continue to seek and allocate funds to maintain the system.”

In my June 13, 2005 letter to you, I requested that you consult with the Department of Finance to authorize \$200,000 annually from the OSPAF fund for PORTS operations and maintenance for a period of up to three years so that the HSC can pursue permanent funding through state and federal legislation and also fine tune the PORTS system and its budget.

Your June 28, 2005 response implied that OSPR was not interested in seeking OSPAF funds, although there remains an \$8 million surplus in the OSPAF fund, which was identified by a Department of Finance audit as potentially supporting PORTS in San Francisco Bay and Long Beach.

Your letter further stated that PORTS users should proportionally bear the costs of the system. There is a broad and diverse range of PORTS users – the recreational boating community, government agencies, and academia along with the maritime community, and in times of an oil spill, spill responders. The HSC has diligently worked a number of years to provide funding from the users, but has been unsuccessful due to the diversity of the users and identifying sources of funding while still maintaining the support of NOAA to certify the system. The conclusion remains the same as the 1999 PORTS Ad-Hoc Advisory Committee report,

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Harbor Safety Committee

of the San Francisco Bay Region

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

(which I chaired for OSPR), that the broad public benefit should be borne by the public i.e. state support.

When you and I discussed the PORTS funding issue on July 12, you indicated that you would:

- a) assist the HSC in identifying interim PORTS funding;
- b) acknowledge that the HSC actively reassess and fine tune the system;
- c) work with us to craft state legislation to permanently support PORTS in California harbors.

As you are aware the PORTS system is supported by the deep draft tanker industry, San Francisco Bar Pilots, spill response community, and the local ports and municipalities that benefit from the system. If OSPR is unwilling to help keep this valuable marine resource alive, we should stop wasting time and shut the system down.

You suggested a meeting in early August to begin discussion in this regard. I would suggest that the meeting include Captain Lynn Korwatch and Alan Steinbrugge of the Marine Exchange and Captain Marc Bayer, Chair of the PORTS Work Group, Manager Marine Assurance, Tesoro, representing Marine Oil Terminal Operators. Please call me at (415) 461-4566 to arrange a meeting time

Sincerely,

Joan Lundstrom, Chair
San Francisco Harbor Safety Committee

Cc: San Francisco Harbor Safety Committee
Captain Lynn Korwatch, Marine Exchange
Alan Steinbrugge, Marine Exchange
Raynor Tsneyoshi, Director, Dept. of Boating and Waterways
Ted Mar, OSPR
Jack Geck, OSPR
Mike Coyne, OSPR

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