

# 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 14<sup>th</sup>, 2006

Port of Oakland, 7<sup>th</sup> Floor Conference Room, Oakland, California

**Joan Lundstrom**, Chair of the Harbor Safety Committee of the San Francisco Bay Region (HSC), Bay Area Conservation and Development Commission (BCDC); called the meeting to order at 1006. **Alan Steinbrugge**, Marine Exchange of the San Francisco Bay Region (Marine Exchange); confirmed a quorum of the HSC.

The following committee members and alternates were in attendance: **Capt. Marc Bayer**, Tesoro Refining & Marketing Company; **Capt. Pete Bonebakker**, Polar Tankers; **Margot Brown**, National Boating Federation; **Len Cardoza**, Port of Oakland; **Sue Cauthen**, San Francisco Tomorrow; **Ron Chamberlain**, Port of Benicia; **Capt. Gary Fleeger**, Matson Navigation; **Robert J. Lawrence**, United States Army Corps of Engineers (COE); **Daniel Massey**, Foss Maritime; **Pat Murphy**, Blue & Gold Fleet; **Capt. Peter Peers**, National Cargo Bureau; **Denise Turner**, Port of San Francisco; **Capt. William J. Uberti**, United States Coast Guard (USCG); **Gerry Wheaton**, National Oceanic and Atmospheric Administration (NOAA).

Also present and reporting to the HSC were **Chris Beckwith**, California State Lands Commission (State Lands); **Mike Coyne**, California Office of Spill Prevention and Response, (OSPR); **Capt. Lynn Korwatch**, Marine Exchange; **LtCmdr. Kevin Moore**, USCG.

The meeting was open to the public.

### Approval of the Minutes

There were no corrections to the minutes of July 13<sup>th</sup>. It was moved, and seconded, to accept the minutes as written. The motion passed without discussion or dissent.

### Comments by the Chair – Lundstrom

- At the October 12<sup>th</sup> meeting, Norman Fassler-Katz, California State Senate Committee Consultant, will give a presentation on the Transportation Sub-Committee on California Ports and Goods Movement.
- Our good work has spread as far as the Netherlands. A copy of the *Safe Transit Program* brochure has been requested for a conference of marine pilots in Europe. A copy should be made available on the Marine Exchange web site at <http://www.sfm.org/support/hsc/introbrochures.htm>.
- **Scourtis** created a PowerPoint presentation about the HSC for BCDC. This is available for presentations to other groups. **Capt. Peers** asked that it be made available on the web site.
- **Capt. Robert Pinder**, San Francisco Bar Pilots, was unable to attend because of the heavy volume of ship traffic.

### Coast Guard Report – Capt. Uberti

- **Capt. Uberti** attended the State Lands Prevention First Symposium and gave a brief on security issues.
- There is a command post drill coming up in November.

**LtCmdr. Moore** reported:

- **LtCmdr. Moore** read from reports that are attached to the minutes.
- Community outreach and education about waterway closures and restrictions for Fleet Week began early this year. A three-page notice that gave all the details was widely distributed. **Lundstrom** asked if there had been any specific notification to the paddle sports community. **LtCmdr. Moore** said that they had special meetings with kayakers and sailboarders who were able to organize their events around Fleet week. **Capt. Uberti** said that yacht associations,

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marinas, and ferry companies had been specifically contacted. The Coast Guard also met with the ferry companies to coordinate transit times around the events.

- A new interpretation of existing regulations means that notice of arrival should now be gauged to arrival at the dock or anchorage rather than to the pilot buoy. **Capt. Bayer** asked how this change would affect National Response Corporation (NRC) plan requirements. The Coast Guard will look into it.

There were questions and comments:

- Coast Guard Auxiliary is very involved in Fleet Week activities.
- There are no specific criteria for choosing tugs to escort vessel casualties. Coast Guard works closely with the Bar Pilots to make sure that everyone feels the escort is appropriate to the vessel.
- There have been some growing pains with the Automated Identification System (AIS). They will be part of the discussion at the AIS conference in Seattle October 11<sup>th</sup> and 12<sup>th</sup>.
- Coast Guard will consider a request from **Cauthen** that they identify the owner and registry of vessels that are repeat offenders.

### Clearinghouse Report – Alan Steinbrugge

**Steinbrugge** read from a report that was attached to the minutes.

There were questions and comments:

- Ship arrivals are going up.

### OSPR Report – Coyne

- The new bollard pull regulations have gone to the Office of Administrative Law. It is expected that they will be approved on September 15<sup>th</sup>, and that they will go into effect thirty days after they are approved. An online database has been created for tugs to enter the data required by the regulations. You can register at the OSPR web site.
- There are many good candidates from industry applying for two openings for spill prevention specialists.
- OPSR will be participating in a drill organized by ConocoPhillips. OPSR is happy to participate in any plan holder drill, if they are invited.

### COE Report – Lawrence

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

There were questions and comments:

- **Capt. Peers** requested that the current depths of the Richmond and Oakland channels be included in the report.
- **Capt. Bayer** requested that any information on the start and end dates of the post-dredge survey of Pinole Shoal Channel be sent to **Steinbrugge** so that it can be distributed. **Capt. Bayer** said that the slow pace of dredging is affecting commerce.
- **Lawrence** said that there are some new people in charge of the office. **Lundstrom** said that they would be invited to attend a meeting in the future.
- **Cardoza** said that a dispute had held up awarding the contract for the fifty-foot project. The project would not start before December.
- **Lundstrom** said that it was critical to get regular updates about channel condition above the Richmond-San Rafael Bridge.

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### NOAA Report – Wheaton

- The Safe Seas 2006 exercise went well. He thanked OSPR and the Coast Guard for their efforts.
- The “South Channel” has been removed from the charts depicting the waters just south and west of the Golden Gate off Ocean Beach. **Lt. Walters** from the Coast Guard provided useful research, and the support of the HSC and OSPR made it an easy process.

### State Lands Commission Report – Beckwith

- **Beckwith** said that he would be replacing **Ken Leverich** at HSC meetings. He would look into the kind of reports that **Leverich** gave.
- There was one spill of five to ten barrels at the IMTT facility, but he had no further details.

### Water Transit Authority Technical Advisory Committee Report – Cardoza

- There was little to report on at that time. There were a number of meetings of interest in the near future.

### Tug Escort Work Group – Lundstrom

- California Senate Bill 403 passed both houses of the legislature; and it was expected that the Governor would sign the bill. The bill required the Administrator of OSPR to convene a chemical tanker task force to “gather information and make recommendations regarding chemical tankers carrying hazardous materials that enter, leave, or navigate the waters of the state.”
- The Governor had vetoed a previous version of the bill, relying – in part – on advice from the HSC.

### Navigation Work Group –

There was nothing to report.

### Ferry Operations Work Group – Keith Stahnke

- **Scott Humphrey**, Coast Guard, gave a report on the proposed route at the last meeting.
- Two scenarios were tested on the simulator. They would like to schedule more simulator time for more of the ferry captains.
- The new routes should be in use by November.
- **Lundstrom** thanked the committee for their hard work.

There was one question:

- Information about the ferry routes can be found at the following web site:  
<http://www.uscg.mil/D11/vtssf/Training/special/trp/trp.htm>

### Prevention Though People Work Group – Brown

- The kayak advisory card has been completed and sent to OSPR for printing. Two thousand copies have been requested.
- In October, the committee will begin to revise the *Where the Heck is Collinsville* brochure. The new version will reflect the new identification codes for the berths that were created for AIS.

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- It looks as if the California Department of Boating and Waterways will begin taking steps to require education and licensing for recreational boaters in California. The HSC has not taken a position on the issue.
- **Brown** read a letter from **Capt. Manny Aschmeyer**, Executive Director of the Marine Exchange of Southern California. The letter described an incident in his area where the fuel line of a bunker barge alongside a container ship was severed by a container going overboard. **Brown** said that this issue was going to receive a lot of attention from her committee at its next meeting.

**Capt. Bayer** asked if this was a common occurrence. **Massey** said that his barge crews said that it happened so often that it was not remarkable. Foss now requires their crews to formally report every incident. **Capt. Korwatch** said that all of the incidents seemed to occur on the offshore side and that the rigging and lashing gear was a danger too. **Capt. Fleeger** said that Matson had changed its rotation for loading containers while barges were alongside.

**Lundstrom** urged everyone with an interest to get involved and attend the next meeting.

### Physical Oceanographic Real Time System (PORTS) Work Group – Capt. Bayer

**Capt. Bayer** read from a report that is attached to these minutes.

There were comments:

- **Lundstrom** said that the committee was working hard with OSPR to install new sites in appropriate areas and create better ways to get the data to users. It is very important that as much of this is in place as possible before the next storm season. **Capt. Bonebakker** said that NOAA had announced that this would be an El Niño season. The last one produced a lot of heavy weather.
- **Coyne** said that it would be very helpful for OSPR to build support for funding PORTS if they had dollar cost estimates of time or materials donated to support the PORTS program.

### PORTS Report – Steinbrugge

- The Alameda wind bird would be installed in the next week. The current sensor for the Amorco dock would also be ready for installation within the next weeks.
- The NOAA team would be in the area in October to work on all the tide stations. There is money to pay NOAA for their work, but there was no mechanism in place for them to receive it.

### Public Comment

There was none.

**Capt. Bonebakker** asked if there was any way to get Broadcast Notices to Mariners besides listening to the VHF broadcasts. He said it would be extremely useful to notify his ships about local conditions well in advance., said that after one week the Broadcast Notices are converted to Local Notices to Mariners which are available online. **Capt. Bonebakker** asked why the text of Broadcast Notice to Mariners could not be made available on the internet, or by other means. **Lundstrom** invited **Lt. Walters** to come back to a future meeting with an answer.

### Old Business

**Lt. Stephen Walters**, USCG, said that there was a very positive response to the idea of putting Broadcast Notices to Mariners on the internet. The project is moving along.

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**New Business**

- **Brown** and **Capt. Korwatch** announced events of interest to the community.
- **Coyne** said that **Richard Bandes**, Kaneb Terminals, was retiring. **Capt. Esam Amso**, Valero Refining, had been appointed to replace him. **Capt. Amso** would be sworn in at the next meeting. **Capt. Amso** also serves on the Los Angeles/Long Beach HSC. **Capt. Bonebakker** said that experience would be useful to have on the committee.

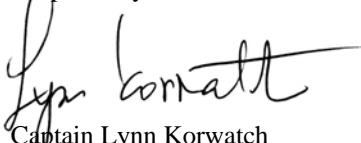
### **Next Meeting**

**Lundstrom** said that the next meeting would convene at 1000, October 12<sup>th</sup> at the Port of Richmond, Harbormaster's Office, Richmond, California

### **Adjournment**

A motion to adjourn was made and seconded. There was no discussion. The motion passed unanimously. The meeting adjourned at 1159.

Respectfully submitted,



Captain Lynn Korwatch  
Executive Secretary

| <b>USCG SECTOR SAN FRANCISCO</b>  |              |
|---|--------------|
| <b>PREVENTION / RESPONSE - SAN FRANCISCO HARBOR SAFETY STATISTICS</b>                                 |              |
| <b>July-06</b>  |              |
| <b>PORT SAFETY CATEGORIES</b>   |              |
|   | <b>TOTAL</b> |
| <b>1. Total Number of Port State Control Detentions for period:</b>                                   | <b>0</b>     |
| SOLAS (0), MARPOL (0), ISM (0), ISPS (0)  |              |
| <b>2. Total Number of COTP Orders for the period:</b>   | <b>4</b>     |
| Navigation Safety (3), Port Safety & Security (1), ANOA (0)   |              |
| <b>3. Marine Casualties (reportable CG 2692) within SF Bay:</b> Allison (0), Collision (1), Fire (0), | <b>6</b>     |
| Grounding (0), Sinking (2), Steering (1), Propulsion (2), Personnel (0), Other (0)                    |              |
| <b>4. Total Number of (routine) Navigation Safety related issues / Letters of Deviation</b>           | <b>12</b>    |
| Radar (3), Steering (0), Gyro (0), Echo sounder (0), AIS (8), AIS-835 (0)                             |              |
| <b>5. Reported or Verified "Rule 9" or other Navigational Rule Violations within SF Bay</b>           | <b>0</b>     |
| <b>6. Significant Waterway events or Navigation related cases for the period:</b>                     | <b>0</b>     |
| <b>7. Maritime Safety Information Bulletins (MSIBs):</b>  | <b>0</b>     |
| <b>Total Port Safety (PS) Cases opened for the period:</b>  | <b>22</b>    |
| <b>MARINE POLLUTION RESPONSE</b>  |              |
|   | <b>TOTAL</b> |
| <b>Total Oil/Hazmat Pollution Incidents within San Francisco Bay for Period</b>                       | <b>15</b>    |
| <b>* Source Identification (Discharges and potential Discharges):</b>                                 |              |
| <b>TOTAL VESSELS</b>  | <b>6</b>     |
| Commercial Vessels  | <b>2</b>     |
| Public Vessels (Military)   | <b>0</b>     |
| Commercial Fishing Vessels  | <b>3</b>     |
| Recreational Vessels  | <b>1</b>     |
| <b>TOTAL FACILITIES</b>   | <b>6</b>     |
| Regulated Waterfront Facilities   | <b>0</b>     |
| Other Land Sources  | <b>6</b>     |
| <b>UNKNOWN/UNCONFIRMED</b>  | <b>3</b>     |
| <b>*Spill Information</b>   |              |
| Pollution Cases Requiring Clean-up  | <b>2</b>     |
| Federally Funded Cases  | <b>1</b>     |
| <b>Oil Discharge and Hazardous Materials Release Volumes by Spill Size Category:</b>                  |              |
| 1. Spills < 10 gallons  | <b>6</b>     |
| 2. Spills 10 - 100 gallons  | <b>2</b>     |
| 3. Spills 100 - 1000 gallons  | <b>2</b>     |
| 4. Spills > 1000 gallons  | <b>0</b>     |
| 5. Spills - Unknown   | <b>5</b>     |
| <b>Total Oil Discharge and/or Hazardous Material release volumes:</b>                                 | <b>539</b>   |
| 1. Estimated spill amount from Commercial Vessels:  | <b>126</b>   |
| 2. Estimated spill amount from Public Vessels:  | <b>0</b>     |
| 3. Estimated spill amount from Commercial Fishing Vessels:  | <b>9</b>     |
| 4. Estimated spill amount from Recreational Vessels:  | <b>0</b>     |
| 5. Estimated spill amount from Regulated Waterfront Facilities:                                       | <b>0</b>     |
| 6. Estimated spill amount from Other Land Sources:  | <b>404</b>   |
| 7. Estimated spill amount from Unknown sources:   | <b>0</b>     |
| <b>Penalty Action:</b>  |              |
| Civil Penalty Cases for Period  | <b>0</b>     |
| Notice of Violations (TKs)  | <b>0</b>     |
| Letters of Warning  | <b>3</b>     |
| <b>** SIGNIFICANT PORT SAFETY &amp; SECURITY (PSS) CASES **</b>                                       |              |
| <b>* A. MARINE CASUALTIES - PROPULSION / STEERING</b>   |              |

|   |  |
|---|--|
| Marine Casualty - Loss of Propulsion , P/V EL PATO, U.S. (09 July): P/V lost propulsion while conducting a tour around McCovey Cove with 30 passengers on board. Vsl towed to Pier 50 for repairs. Passengers disembarked with no injuries reported. No-sail CG-835 issued. U-joint on vsl was repaired on 10Jul; vsl inspected and returned to service.  |  |
| Marine Casualty - Loss of Propulsion , M/V ARNIS, Cyprus (20 July): M/V lost power, inbound from Pilot Buoy to SFO, and drifted for 3 min before regaining power / propulsion. COTP order issued requiring vsl to proceed to anchorage awaiting two-tug escort into SF Bay. Prior to departure, repairs were required to be verified. Upon inspection, vsl generator was found to have failed, causing loss of power. Second genset brought on line, vsl propulsion was restored. Vsl sailed under condition of class that repairs must be completed to failed genset prior to 20Sep.                           |  |
| Marine Casualty - Loss of Steering, M/V CARIBIA EXPRESS (26 July): M/V issued inbound LOD for steering gear casualty, experiencing an intermittent delayed response in steering gear. A COTP order was issued requiring the assistance of two tugs at sea buoy for inbound transit. COTP order rescinded on 27 July after receiving class report stating repairs; cleared to leave the port. M/V Issued a second COTP for steering casualty on 28 July while attempting to depart A9. Vsl immediately dropped anchor. COTP order restricted vsl to A9 until repairs are once again verified by a class society. |  |
| <b>* B. MARINE CASUALTIES - VESSEL SAFETY CONDITIONS</b>  |  |
| Sinking - Hopper Barge EVA JOAN ; (04 July): Buckled mid-ship and sunk after receiving 3000 tons (5000 ton capacity) of dry sand in A9. Brand new barge; this was its first load. COTP order was issued requiring survey and salvage plan submitted prior to vsl movement. Once refloated, vsl transported to primary lay berth of Avenue 9 wharf Alameda, or secondary berth Pier 54 San Francisco. Recovery operations to commence 0700 on 7 July, salvage plan received.   |  |
| Sinking - Rock Barge; (26 July): Received report from VTS of a rock barge that sunk in San Rafael rock quarry. Barge was 180x40x14 and was loaded at 0010. Tug TAURUS assisted with beaching barge.   |  |
| Collision - F/V LA DOLCE VIDA and F/V SEA ROAMER; (26 July): F/V SEA ROAMER hit F/V LA DOLCE VIDA at an estimated speed of 2knts, 12 miles West of Fort Ross. F/V LA DOLCE VIDA obtained damage to its hull above fuel tanks. Enforcement action taken against SEA ROAMER, which was give-way vsl.  |  |
| <b>* C. COAST GUARD - GENERAL SAFETY/SECURITY CASES</b>   |  |
| Navigation Safety - M/V CMA CGM VIVALDI; (01 July): LOD issued to inbound M/V for inoperable 3cm radar. Technician from Sperry Marine repaired M/V dockside. Received report of all repairs and satisfactorily tested, LOD rescinded.   |  |
| Navigation Safety - M/V HELLESPONT TATINA; (01 July): LOD issued to inbound M/V for inoperable 3cm radar. Tech met vsl at pier to conduct repairs.  |  |
| Navigation Safety - M/T KWK ESTEEM; (06 July): LOD issued to inbound M/T for inoperable 10cm radar. Tech met vsl at pier. Temp repair made; parts ordered for permanent repair in next port call in Ecuador. LOD rescinded on 08 July.  |  |
| Navigation Safety - T/V SIRIUS VOYAGER; (11 July): LOD issued to inbound T/V for inoperable AIS. Tech to meet vsl at pier to conduct repairs.   |  |
| Navigation Safety - M/V STAR HARMONIA; (12 July): LOD issued to inbound M/V for inoperable AIS. Tech to meet vsl at pier to conduct repairs.  |  |
| Navigation Safety - M/V ZIRKU; (12 July): COTP issued to vsl, scheduled to arrive on 15 July in the Port of Rodeo, CA. Vsl ordered to provide CBP with a crew security plan. CBP approved the submitted Security Plan. COTP rescinded on 25 July and M/T ZIRKU departed Sector SF AOR.  |  |
| Navigation Safety - M/V SEALAND LIGHTNING; (19 July): LOD issued to inbound M/V for inoperable 3cm radar. Vessel in heading to Oakland berth 28. LOD rescinded on 20 July.  |  |
| Navigation Safety - M/V APL ARGENTINA; (21 July): LOD issued to inbound M/V for inoperable AIS. Vessel is heading to the Port of Oakland at 0700 where repairs will be made. 22 July, outbound LOD issued to M/V as repairs were not able to be made in port. Vessel will make repairs in next port, prior to returning to the U.S.   |  |
| Navigation Safety - T/V CHIMBORAZO; (30 July): Received notification from VTS that vsls AIS was operating intermittently. T/V issued inbound LOD, which must be repaired prior to departing port.   |  |
| <b>SIGNIFICANT INCIDENT MANAGEMENT DIVISION (IMD) CASES:</b>  |  |
| None.   |  |
| <b>SIGNIFICANT PORT SAFETY INFORMATION or EXERCISES</b>   |  |
| Port Operations - Multi-Agency Strike Force Operation (MASFO) (18 July): EPA led a MASFO at the Port of Oakland. 3 agencies involved (4 CG personnel), EPA, CHP & USCG. Results: (USCG) 51 containers inspected by CIB, 07 containers placed on hold for structural deficiencies. Negative Gamma and Neutron radiation. Ops ran from 0800-1230.   |  |

| <b>Transits include: all inbound, outbound &amp; intrabay transits</b>   | <b># Transits Last month</b> | <b># Transits this month</b> | <b>Pct chg fm last month</b> | <b># Transits a year ago</b> | <b>Pct chg fm a year ago</b> |
|--|------------------------------|------------------------------|------------------------------|------------------------------|------------------------------|
| <b>Vessel Category</b>   | <b>Jun-06</b>                | <b>Jul-06</b>                |                              | <b>Jul-05</b>                |                              |
| <b>PUBLIC</b><br>(incl ACOE, Research, USCG, Naval etc.)                 | 550                          | 159                          | -71%                         | 145                          | 10%                          |
| <b>TANKER</b><br>(incl: ITB's)   | 170                          | 180                          | 6%                           | 209                          | -14%                         |
| <b>CARGO</b><br>(incl container, bulker, & freight vsls)                 | 333                          | 403                          | 21%                          | 467                          | -14%                         |
| <b>TUGs with TOWS</b><br>(incl: ATB's and tank barges)                   | 2279                         | 2279                         | 0%                           | 1992                         | 14%                          |
| <b>FERRIES</b> (incl both commuter and bay cruise ferries)               | 7605                         | 7593                         | 0%                           | 7590                         | 0%                           |
| <b>MISC</b><br>(incl: school ships, recreation, fishing, & unknown vsls) | 1591                         | 1709                         | 7%                           | 1279                         | 34%                          |
| <b>PASSENGER</b> (incl cruise ships, and smaller charter vessels)        | 59                           | 79                           | 34%                          | 50                           | 58%                          |
| <b>TOTAL vsl transits</b>  | <b>12587</b>                 | <b>12402</b>                 | <b>-1%</b>                   | <b>11732</b>                 | <b>6%</b>                    |



| <b>USCG SECTOR SAN FRANCISCO</b>  |                                       |              |
|---|---------------------------------------|--------------|
| <b>PREVENTION / RESPONSE - SAN FRANCISCO HARBOR SAFETY STATISTICS</b>                       |                                       |              |
| <b>August-06</b>  |                                       |              |
| <b>PORT SAFETY CATEGORIES</b>   |                                       | <b>TOTAL</b> |
| <b>1. Total Number of Port State Control Detentions for period:</b>                         |                                       | <b>0</b>     |
| SOLAS (0), MARPOL (0), ISM (0), ISPS (0)  |                                       |              |
| <b>2. Total Number of COTP Orders for the period:</b>                                       |                                       | <b>2</b>     |
| Navigation Safety (0), Port Safety & Security (1), ANOA (1)                                 |                                       |              |
| <b>3. Marine Casualties (reportable CG 2692) within SF Bay:</b>                             | Allison (1), Collision (0), Fire (0), | <b>4</b>     |
| Grounding (0), Sinking (0), Steering (0), Propulsion (2), Personnel (0), Other (1)          |                                       |              |
| <b>4. Total Number of (routine) Navigation Safety related issues / Letters of Deviation</b> |                                       | <b>4</b>     |
| Radar (1), Steering (0), Gyro (0), Echo sounder (0), AIS (3), AIS-835 (0)                   |                                       |              |
| <b>5. Reported or Verified "Rule 9" or other Navigational Rule Violations within SF Bay</b> |                                       | <b>0</b>     |
| <b>6. Significant Waterway events or Navigation related cases for the period:</b>           |                                       | <b>0</b>     |
| <b>7. Maritime Safety Information Bulletins (MSIBs):</b>                                    |                                       | <b>0</b>     |
| <b>Total Port Safety (PS) Cases opened for the period:</b>                                  |                                       | <b>10</b>    |
| <b>MARINE POLLUTION RESPONSE</b>  |                                       | <b>TOTAL</b> |
| <b>Total Oil/Hazmat Pollution Incidents within San Francisco Bay for Period</b>             |                                       | <b>25</b>    |
| <b>* Source Identification (Discharges and potential Discharges):</b>                       |                                       |              |
| <b>TOTAL VESSELS</b>  |                                       | <b>10</b>    |
| Commercial Vessels  |                                       | <b>4</b>     |
| Public Vessels (Military)   |                                       | <b>1</b>     |
| Commercial Fishing Vessels  |                                       | <b>1</b>     |
| Recreational Vessels  |                                       | <b>4</b>     |
| <b>TOTAL FACILITIES</b>   |                                       | <b>9</b>     |
| Regulated Waterfront Facilities   |                                       | <b>0</b>     |
| Other Land Sources  |                                       | <b>9</b>     |
| <b>UNKNOWN/UNCONFIRMED</b>  |                                       | <b>6</b>     |
| <b>*Spill Information</b>   |                                       |              |
| Pollution Cases Requiring Clean-up  |                                       | <b>4</b>     |
| Federally Funded Cases  |                                       | <b>0</b>     |
| <b>Oil Discharge and Hazardous Materials Release Volumes by Spill Size Category:</b>        |                                       |              |
| 1. Spills < 10 gallons  |                                       | <b>10</b>    |
| 2. Spills 10 - 100 gallons  |                                       | <b>4</b>     |
| 3. Spills 100 - 1000 gallons  |                                       | <b>1</b>     |
| 4. Spills > 1000 gallons  |                                       | <b>0</b>     |
| 5. Spills - Unknown   |                                       | <b>10</b>    |
| <b>Total Oil Discharge and/or Hazardous Material release volumes:</b>                       |                                       | <b>0</b>     |
| 1. Estimated spill amount from Commercial Vessels:  |                                       | <b>17</b>    |
| 2. Estimated spill amount from Public Vessels:  |                                       | <b>15</b>    |
| 3. Estimated spill amount from Commercial Fishing Vessels:                                  |                                       | <b>1</b>     |
| 4. Estimated spill amount from Recreational Vessels:  |                                       | <b>1</b>     |
| 5. Estimated spill amount from Regulated Waterfront Facilities:                             |                                       | <b>0</b>     |
| 6. Estimated spill amount from Other Land Sources:  |                                       | <b>604</b>   |
| 7. Estimated spill amount from Unknown sources:   |                                       | <b>0</b>     |
| <b>Penalty Action:</b>  |                                       |              |
| Civil Penalty Cases for Period  |                                       | <b>0</b>     |
| Notice of Violations (TKs)  |                                       | <b>1</b>     |



|  |  |
|--|--|
| <b>** SIGNIFICANT PORT SAFETY &amp; SECURITY (PSS) CASES **</b>  |  |
| <b>* A. MARINE CASUALTIES - PROPULSION / STEERING</b>  |  |
| Marine Casualty - Loss of Propulsion , Tug HEIDI L. BRUSCO (14 Aug): Tug lost propulsion IVO Treasure Island while working with dredge barge NJORD. Repairs made, to fuel filter; engines came back on line.   |  |
| Marine Casualty - Loss of Propulsion , M/V MAERSK DUBLIN (15 Aug): LALB reported M/V lost propulsion enroute to Sector SF. COTP issued requiring tug escort from GG Bridge to Oakland berth 22. Air distributor pistons were found to be stuck. Ship's crew lubricated and actuated the pistons manually until functioning as designed. Vsl Class Society approved repairs. COTP order rescinded on 16 Aug.  |  |
| <b>* B. MARINE CASUALTIES - VESSEL SAFETY CONDITIONS</b>   |  |
| Vessel Safety - P/V WOODLAND (26 Aug - Lake Tahoe): Issued an 835 no sail after CG found damage to port bow and interior hull. Damage caused from a hit-and-run with unknown vsl on 25 Aug 06. No passenger injuries reported. Investigation was conducted; responsible party located; NOV to be issued. Vsl was repaired and returned to service.   |  |
| Allision - P/V BLUE WAVE and P/V TAHOE STAR (29 Aug - Lake Tahoe): P/V WAVE blown into moored vsl TAHOE STAR by sudden wind gust. Both vsls received small amounts of damage. No pollution or injuries.  |  |
| <b>* C. COAST GUARD - GENERAL SAFETY/SECURITY CASES</b>  |  |
| Navigation Safety - T/V TORM HELVIG (8 Aug): LOD issued to inbound T/V for erratically operating AIS. Tech met T/V upon arrival in port. Repairs made, LOD rescinded on 10 Aug.  |  |
| Navigation Safety - T/V CHIMBORAZO (9 Aug): LOD issued to outbound T/V for inoperable AIS.   |  |
| General Security - M/V YM GREAT; Panama (10 Aug): M/V failed to submit a timely 24hr Notice of Arrival for intended arrival into Oakland. Los Angeles, CA, was the vsls last port call. COPT order issued requiring vsl to remain outside pilot station, without docking or anchoring in SF Bay until 0730, 11Aug06.   |  |
| Navigation Safety - M/V SPIRIT (11 Aug): LOD issued to M/V for malfunctioning 10 cm radar. Repairs made by crew, radar properly working.   |  |
| Navigation Safety - M/V CENTURY LEADER NO. 3 (26 Aug): Tech called to troubleshoot inoperable AIS prior to departure but unable to repair. LOD issued to outbound M/V for intermittently operating AIS. M/V to have repairs made in next port call in Long Beach. Sector LALB briefed on LOD.  |  |
| General Security - M/V HANJIN PRETORIA (29 Aug): Cargo OPS onboard M/V terminated due to insufficient security measures. ID's of inspectors were not checked and stevedore list was not complete. Cargo ops secured for 16 minutes.  |  |
|  |  |
| <b>SIGNIFICANT INCIDENT MANAGEMENT DIVISION (IMD) CASES:</b>   |  |
|  |  |
| Oil discharge - Oakland Airport (11Aug): A mechanic was working on a plane at the United terminal gate when the emergency fuel dump lever was pulled. Approx 500 gallons of jet fuel was released into the storm drain system. Airport officials notified clean-up contractor NRC to mitigate the spill. Product remained in the storm drain system and had no potential of reaching a navigable waterway. Case closed.  |  |
|  |  |
| <b>SIGNIFICANT PORT SAFETY INFORMATION or EXERCISES</b>  |  |
| Multi-Agency Strike Force Operation (16 Aug): EPA led MASFO at the Port of Oakland. EPA, CHP & USCG (5 CG Personnel) involved. Results: USCG inspected 60 containers, 3 containers placed on hold for structural deficiencies. Negative Gamma and Neutron radiation. EPA conducted 39 vehicle inspections resulting in 3 violations. CHP conducted 10 inspections, issuing 4 tickets and 15 violations. Operations ran two days from 0800-1100. MASFO secured on second day. |  |

| <b>Transits include: all inbound, outbound &amp; intrabay transits</b>   | <b># Transits Last month</b> | <b># Transits this month</b> | <b>Pct chg fm last month</b> | <b># Transits a year ago</b> | <b>Pct chg fm a year ago</b> |
|--|------------------------------|------------------------------|------------------------------|------------------------------|------------------------------|
| <b>Vessel Category</b>   | <b>Jul-06</b>                | <b>Aug-06</b>                |                              | <b>Aug-05</b>                |                              |
| <b>PUBLIC</b><br>(incl ACOE, Research, USCG, Naval etc.)                 | 159                          | 147                          | -8%                          | 125                          | 18%                          |
| <b>TANKER</b><br>(incl: ITB's)   | 180                          | 145                          | -19%                         | 174                          | -17%                         |
| <b>CARGO</b><br>(incl container, bulker, & freight vsls)                 | 403                          | 412                          | 2%                           | 491                          | -16%                         |
| <b>TUGs with TOWS</b><br>(incl: ATB's and tank barges)                   | 2279                         | 3052                         | 34%                          | 2058                         | 48%                          |
| <b>FERRIES</b> (incl both commuter and bay cruise ferries)               | 7593                         | 7858                         | 3%                           | 7726                         | 2%                           |
| <b>MISC</b><br>(incl: school ships, recreation, fishing, & unknown vsls) | 1709                         | 1680                         | -2%                          | 1244                         | 35%                          |
| <b>PASSENGER</b> (incl cruise ships, and smaller charter vessels)        | 79                           | 68                           | -14%                         | 76                           | -11%                         |
| <b>TOTAL vsl transits</b>  | <b>12402</b>                 | <b>13362</b>                 | <b>8%</b>                    | <b>11894</b>                 | <b>12%</b>                   |



**MARINE SAFETY AND SECURITY  
INFORMATION BULLETIN  
(MSIB) 06-09**



**September 5, 2006**

**Coast Guard Sector San Francisco  
Department of Homeland Security**

**Vessel Advance Notice of Arrival (ANOA) Reporting Requirements**

When submitting an ANOA, maritime industry representatives have often expressed concerns with the term “port or place of destination” which is currently defined in Title 33 Code of Federal Regulations (CFR) Section 160.204 as “any port or place in which a vessel is bound to anchor or moor.” Accordingly, all vessels submitting an ANOA for the San Francisco Captain of the Port Zone should report the time due at the dock, berth, or anchorage as their time of arrival. This is a change from the previously accepted practice of reporting arrival times at the San Francisco Bar Pilot Station.

Due to the unique characteristics of the San Francisco Bay, vessels will still not be cleared to take on a Pilot until the required ANOA has been successfully submitted and fully vetted. The Coast Guard will now use the following average transit times, in conjunction with the reported time of arrival, to determine when a vessel is cleared to take on a Pilot:

| <b>Destination</b>              | <b>Transit Time From Pilot Station</b> |
|---------------------------------|--|
| San Francisco                   | 1-2 hours (pier location dependant)    |
| Anchorage 7, 8, 9               | 1.5 hours                              |
| Oakland Inner/Outer Harbor      | 2 hours                                |
| Richmond Long Wharf             | 2.5 hours                              |
| Richmond Inner Harbor           | 3 hours                                |
| Rodeo, Crockett, and vicinity   | 3 hours                                |
| Redwood City                    | 3.5 hours                              |
| Martinez, Benicia, and vicinity | 4 hours                                |
| Sacramento, Stockton            | 9 hours                                |

For destinations with longer transit times (*i.e.*, Sacramento or Stockton) or for vessels with a 24-hour ANOA reporting requirement, this could present a scenario where the security screening may not be completed prior to arrival at the Pilot Station. Therefore, it is imperative that a complete and accurate ANOA is submitted as far in advance as possible to the National Vessel Movement Center (NVMC) to avoid delays. Administrative errors, improper/late submittals, or missing information may cause a vessel to be restricted from entering San Francisco Bay until all pending issues are resolved.

Questions concerning this policy should be directed to Sector San Francisco’s Port State Control Branch at (510) 437-3115 or the Sector Command Center at (415) 399-3547.

W. J. UBERTI

Captain, U.S. Coast Guard

Captain of the Port/Federal Maritime Security Coordinator

## Advance Notice to Mariners

September, 2006

The Fleet Week Committee in conjunction with the City of San Francisco will be staging the Fleet Week Air Show which includes Red Bull Air Race World Series. The USCG will be issuing a formal Notice to Mariners through normal channels and this is aimed to provide you even more advanced notice of the periods where both ingress and egress from the harbor will be restricted.

The restricted area shown will be in effect for the following periods:

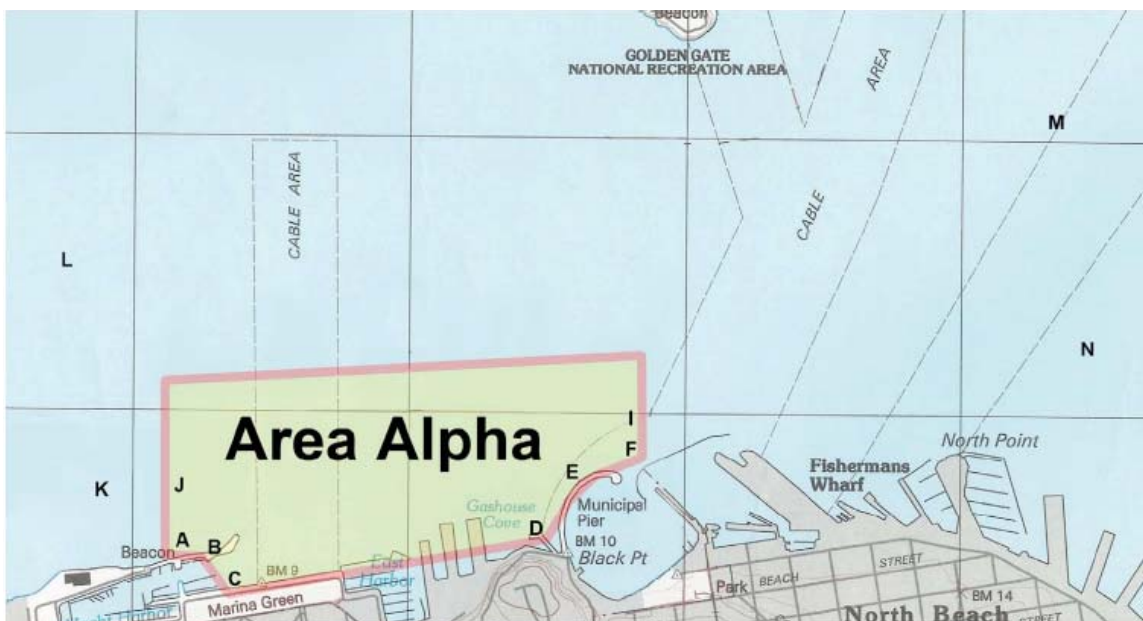
### Fleet Week Waterways Closures

| <u>Date</u>                | <u>Area Alpha (Red Bull)</u> | <u>Area Bravo (Offshore Airbox)</u> |
|----------------------------|------------------------------|-------------------------------------|
| WED, Oct 4th               | 12:30pm-4:00pm               | -                                   |
| THURS, Oct 5 <sup>th</sup> | 8:30am-11:00am               | 8:30am-4:00pm                       |
|                            | 12:30pm-3:00pm               | -                                   |
| FRI, Oct 6th               | 12:00pm-2:30pm               | 12:00pm-4:15pm                      |
| SAT, Oct 7th               | 12:00pm-2:30pm               | 10:00am-4:15pm                      |
| SUN, Oct 8th               | 12:00pm-2:30pm *             | 1:00pm-4:15pm                       |

*\*(Only if Saturday race is delayed by weather)*

*Access will be authorized for any declared emergencies*

### AREA ALPHA ( Red Bull)



## Area Bravo (Offshore Air Box)



The Fleet Week Committee appreciates your cooperation and support of this worthwhile event. If you have any specific questions please contact Fleet Week at 650-599-5057.

# San Francisco Bay Clearinghouse Report For July 2006

## San Francisco Bay Region Totals

|  |     | <u>2005</u> |
|--|-----|-------------|
| Tanker arrivals to San Francisco Bay   | 80  | 69          |
| Tank ship movements & escorted barge movements   | 410 | 370         |
| Tank ship movements  | 259 | 223         |
| Escorted tank ship movements   | 138 | 109         |
| Unescorted tank ship movements   | 121 | 114         |
| Tank barge movements   | 151 | 147         |
| Escorted tank barge movements  | 64  | 67          |
| Unescorted tank barge movements  | 87  | 80          |
| Percentages above are percent of total tank ship movements & escorted barge movements for each item. |     |             |
| Escorts reported to OSPR   | 1   | 0           |

| <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          | 243           |          | 381           |          | 0             |          | 211           |          | 835          |          |
| Unescorted movements     | 111           | 45.68%   | 189           | 49.61%   | 0             | 0.00%    | 101           | 47.87%   | 401          | 48.02%   |
| Tank ships               | 76            | 31.28%   | 120           | 31.50%   | 0             | 0.00%    | 48            | 22.75%   | 244          | 29.22%   |
| Tank barges              | 35            | 14.40%   | 69            | 18.11%   | 0             | 0.00%    | 53            | 25.12%   | 157          | 18.80%   |
| Escorted movements       | 132           | 54.32%   | 192           | 50.39%   | 0             | 0.00%    | 110           | 52.13%   | 434          | 51.98%   |
| Tank ships               | 84            | 34.57%   | 131           | 34.38%   | 0             | 0.00%    | 70            | 33.18%   | 285          | 34.13%   |
| Tank barges              | 48            | 19.75%   | 61            | 16.01%   | 0             | 0.00%    | 40            | 18.96%   | 149          | 17.84%   |

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 2006

## San Francisco Bay Region Totals

|  |     |        | <u>2005</u> |
|--|-----|--------|-------------|
| Tanker arrivals to San Francisco Bay   | 78  |        | 72          |
| Tank ship movements & escorted barge movements   | 370 |        | 336         |
| Tank ship movements  | 241 | 65.14% | 200         |
| Escorted tank ship movements   | 122 | 32.97% | 101         |
| Unescorted tank ship movements   | 119 | 32.16% | 99          |
| Tank barge movements   | 129 | 34.86% | 136         |
| Escorted tank barge movements  | 63  | 17.03% | 64          |
| Unescorted tank barge movements  | 66  | 17.84% | 72          |
| Percentages above are percent of total tank ship movements & escorted barge movements for each item. |     |        |             |
| Escorts reported to OSPR   | 0   |        | 1           |

| <b>Movements by Zone</b> | <b>Zone 1</b> | <b>%</b> | <b>Zone 2</b> | <b>%</b> | <b>Zone 4</b> | <b>%</b> | <b>Zone 6</b> | <b>%</b> | <b>Total</b> | <b>%</b> |
|--------------------------|---------------|----------|---------------|----------|---------------|----------|---------------|----------|--------------|----------|
| Total movements          | 236           |          | 344           |          | 0             |          | 176           |          | 756          |          |
| Unescorted movements     | 108           | 45.76%   | 173           | 50.29%   | 0             | 0.00%    | 81            | 46.02%   | 362          | 47.88%   |
| Tank ships               | 75            | 31.78%   | 118           | 34.30%   | 0             | 0.00%    | 50            | 28.41%   | 243          | 32.14%   |
| Tank barges              | 33            | 13.98%   | 55            | 15.99%   | 0             | 0.00%    | 31            | 17.61%   | 119          | 15.74%   |
| Escorted movements       | 128           | 54.24%   | 171           | 49.71%   | 0             | 0.00%    | 95            | 53.98%   | 394          | 52.12%   |
| Tank ships               | 79            | 33.47%   | 114           | 33.14%   | 0             | 0.00%    | 57            | 32.39%   | 250          | 33.07%   |
| Tank barges              | 49            | 20.76%   | 57            | 16.57%   | 0             | 0.00%    | 38            | 21.59%   | 144          | 19.05%   |

### 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 2006

## San Francisco Bay Region Totals

|  |       |        | <u>2005</u> |
|--|-------|--------|-------------|
| Tanker arrivals to San Francisco Bay   | 579   |        | 718         |
| Tank ship movements & escorted barge movements   | 2,841 |        | 3,650       |
| Tank ship movements  | 1,722 | 60.61% | 2,149       |
| Escorted tank ship movements   | 918   | 32.31% | 997         |
| Unescorted tank ship movements   | 804   | 28.30% | 1,152       |
| Tank barge movements   | 1,119 | 39.39% | 1,501       |
| Escorted tank barge movements  | 571   | 20.10% | 760         |
| Unescorted tank barge movements  | 548   | 19.29% | 741         |
| Percentages above are percent of total tank ship movements & escorted barge movements for each item. |       |        |             |
| Escorts reported to OSPR   | 8     |        | 16          |

| <b>Movements by Zone</b> | <b>Zone 1</b> | <b>%</b> | <b>Zone 2</b> | <b>%</b> | <b>Zone 4</b> | <b>%</b> | <b>Zone 6</b> | <b>%</b> | <b>Total</b> | <b>%</b> |
|--------------------------|---------------|----------|---------------|----------|---------------|----------|---------------|----------|--------------|----------|
| Total movements          | 1,764         |          | 2,714         |          | 0             |          | 1,535         |          | 6,013        |          |
| Unescorted movements     | 820           | 46.49%   | 1,336         | 49.23%   | 0             | 0.00%    | 710           | 46.25%   | 2,866        | 47.66%   |
| Tank ships               | 572           | 32.43%   | 890           | 32.79%   | 0             | 0.00%    | 391           | 25.47%   | 1,853        | 30.82%   |
| Tank barges              | 248           | 14.06%   | 446           | 16.43%   | 0             | 0.00%    | 319           | 20.78%   | 1,013        | 16.85%   |
| Escorted movements       | 944           | 53.51%   | 1,378         | 50.77%   | 0             | 0.00%    | 825           | 53.75%   | 3,147        | 52.34%   |
| Tank ships               | 572           | 32.43%   | 866           | 31.91%   | 0             | 0.00%    | 461           | 30.03%   | 1,899        | 31.58%   |
| Tank barges              | 372           | 21.09%   | 512           | 18.87%   | 0             | 0.00%    | 364           | 23.71%   | 1,248        | 20.76%   |

### 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 14, 2006**

**1. CORPS 2006 O&M DREDGING PROGRAM**

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

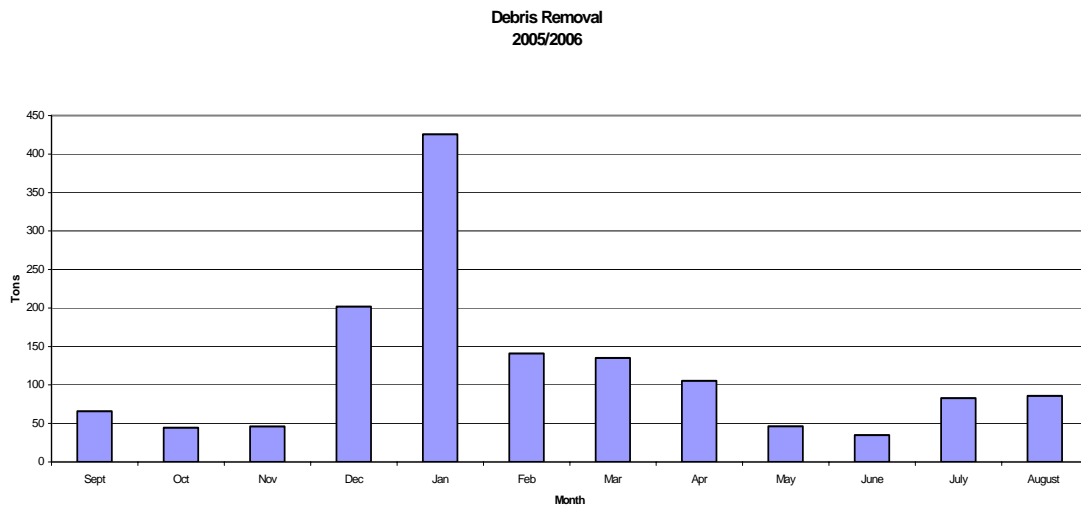
- a. **Main Ship Channel** – Has been dredged by the government dredge “Essayons”. Dredging was completed on June 1, 2006. The material was disposed at SF-08 and off Ocean Beach.
- b. **Richmond Outer Harbor and Southampton Shoal** – Dredging, using the government dredge “Essayons” began on June 1, 2006, was completed June 13, 2006. Material was disposed at the Alcatraz dredged Material Disposal Site (SF-11).
- c. **Richmond Inner Harbor** – Dutra began dredging on September 9, 2006. The material is going to the Ocean. The design depth is -38 feet, the dredging is scheduled to be completed November 30, 2006.
- d. **Oakland Outer and Inner Harbor** – The Outer Harbor O & M dredging is scheduled to begin next spring if everything goes well. For the Inner Harbor dredging, the Corps is attempting to award a separate contract to dredge from this December to next March. This is subject to consultation with CDFG because of concerns for Pacific herring during the spawning season. The material will be disposed will be at either SFDODS or Montezuma depending on contract negotiations.
- e. **Suisun Bay Channel** – This dredging will follow on from the work at the Pinole Shoal.
- f. **Pinole Shoal** – Manson is currently dredging Pinole Shoal. The material is going to the San Pablo Bay Disposal Site (SF-10). The design depth is -35 feet. The program manager (Steve Chesser) was not able to give me an exact start date, and believes that one reach of the channel has been completed. Ms. Roberta Goulart from Contra Costa County is the Point of Contact for the project sponsor. The shipping community is supposed to contact her to find out any updated information. Steve does his best to keep her informed about the progress of projects. His goal is to update her on a weekly basis and keeps this schedule as best he can. Often, the on-site project engineer does not convey information to Steve in order for Steve to update Ms. Goulart. Regarding post-dredge surveys, a survey is conducted very shortly after the project is completed for contract and payment purposes. The contractor and the Corps both do a survey, the

surveys are compared and the differences are negotiated. The negotiation process can take any number of days. Once the differences have been worked out, the Corps will post the final survey on the web. Until then, the survey is not available. Right now, the lag time is between about 15 to about 30 days. Steve will attempt to update me at the same time he updates Roberta, but the shipping community is supposed to contact Roberts for the most recent information. Again, Steve can not update Roberta until he is updated by the project engineer.

- g. **Redwood City** – A new condition survey will be done to determine the need for additional dredging this year.
- h. **San Bruno Shoal** – The San Bruno Shoal is officially part of the Redwood City Project. A condition survey will be conducted at the same time as the Redwood City survey.

## 2. DEBRIS REMOVAL

The total tonnage of debris collected for July 06 was 83 tons (Raccoon 74 tons and Grizzly 9 tons). This amount was a large increase over last July’s total of 21 tons and an increase over the June total of 35 tons. The Raccoon spent a week “up river” in Concord, Antioch, Benicia and Martinez area retrieving large trees from the channels. There were several trees over 50’ and one up to 90’ long. The tonnage for August was 86 tons of debris; 3 tons more than July and two tons less than the 88 tons collected last August.



## 3. UNDERWAY OR UPCOMING HARBOR IMPROVEMENTS

### Oakland 50-ft Deepening Project

Contract 3B/C has been completed. The Entrance Channel is currently being dredged to 50 feet under contract 3D. This work should be completed by the end of this month (September). The material is being taken to the Montezuma Wetlands Restoration Project.

#### **4. EMERGENCY (URGENT & COMPELLING) DREDGING**

There has been no emergency dredging in FY 2006 and the Corps is working hard in its dredging program to try to eliminate the need for emergency dredging.

The Corps is preparing an Indefinite Delivery Indefinite Quantity (IDIQ) contract to perform knockdowns for shoaling incidents that are too small for dredging, but can limit the depth of the channel. This contract is for all deep draft Federal Channels. This will allow the Corps to reduce the high of some shoaling much more quickly than in the past.

#### **5. OTHER WORK**

##### **a. San Francisco Bay to Stockton**

No change since last report. **This project is in the 2007 budget so something should be happening soon.**

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 received approximately \$250,000 for this project in FY 05. For FY06 there is approximately \$200,000 in the budget and another \$67,000 is scheduled to be provided by the sponsor under the cost share. 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 an 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. We have flown the orthophotos (corrected photo map) of the project while the vegetation was at a minimum. The Corps is working to combine topographic and hydrographic data into a single Digital Model for levee stability analyses and dredge disposal site selection. The Corps is looking at how to address the areas of low dissolved oxygen and agriculture runoff for portions of this project.

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. There are approximately \$225,000 in the budget for the Delta LTMS in the budget this year. The Project Manager for the Delta was in the Sacramento District, but this position has been moved to the San Francisco District. The Port of Stockton and Contra Costa County have been incorporated into the LTMS group. The Division will have a Project Manager to coordinate all of the Corps issue in the Delta. A kick-off meeting with the Delta LTMS Management Committee was held on June 30, 2006.

## **b. Sacramento River Deep Water Ship Channel Deepening**

Status – No change since last report. **This project is in the 2007 budget so something should be happening soon.**

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. The Corps is preparing a Limited Re-evaluation Report (LRR) that focuses on economics and updating the environmental documentation. We are continuing to work on this project. The Corps has awarded the contract for the salinity model and has received the draft report. The initial volume estimate is approximately 6.5 million cubic yards of material. In reviewing the project the Corps has 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. The Corps has 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. The Corps has flown the orthophotos (corrected photo map) of the project while the vegetation was at a minimum. The data is being processed. The maps are due in August. The hydrographic survey has been completed. The Port of Sacramento and the Port of Oakland want to make progress in FY 07.

## **6. HYDROGRAPHIC SURVEY UPDATE**

### **Address of Corps' web site for completed hydrographic surveys**

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

Main Ship Channel – 16-21 June 2006.

Pinole Shoals – complete 23, 28 February & 15-17, 20 March 2006

Suisun Bay Channel – 22-24 & 27-31 March 2006

Suisun Bay Channel Bullshead 8 March 2006

Redwood City – complete – January 4-5, 8 & 12, 2006

San Bruno Shoal – complete – November 21 & 29, 2005

Oakland Inner and Outer Harbor – **Survey done 19 July, 2006.**

Southampton Shoal and Richmond Long Wharf – **(Northship Channel) surveyed May 17-24, 2006.**

## Memorandum

**Date:** September 14, 2006

**To:** Harbor Safety Committee, San Francisco Bay Region

**From:** Len Cardoza

**Subject:** Water Transit Authority Technical Advisory Committee Report

### Update:

The WTA Administrative/Legislative/Finance Committee meeting scheduled for September 12, 2006 was cancelled. Also, the WTA Planning and Development Committee meeting scheduled for September 13, 2006 was cancelled.

The next meeting of the Administrative Committee is scheduled to take place on Tuesday, October 10, 2006 at 10:00 am and the next meeting of the Planning Committee is scheduled to take place on Wednesday, October 11, 2006 at 1:00 pm. The meetings will be held at the WTA Offices, 120 Broadway, San Francisco.

The next WTA Technical Advisory Committee Mtg. is scheduled 09:30, September 19, 2006 at the SFSU Extension, 425 Market Street, Rm 301. Informational presentations are scheduled on:

- a. Ferry Building Traffic Routing Protocol update;
- b. Vessel Mutual Assistance Program Expansion;
- c. South San Francisco and Berkeley Terminal update;
- d. Vessel construction update; and
- e. Regional Maritime Contingency Plan (RMCP) update

**Background:** The WTA is a regional agency authorized by the State of California to operate a comprehensive San Francisco Bay Area public water transit system. The WTA's goal is "to develop a reliable, convenient, flexible and cost-effective expanded Bay Area water transit system that will get drivers out of their cars and onto environmentally responsible state-of-the-art ferries". The enabling legislation, Chapter 1011 of the Statutes of 1999 requires the formation of a Technical Advisory Committee (TAC).

**Mission Statement:** As specified in the enabling legislation, the TAC will "assist and advise the Board in carrying out its functions."

### Roles of the TAC:

- The TAC will serve as a conduit to interested agencies, identifying key contacts within those agencies and facilitating discussions on specific technical items.
- Provide review and comment to WTA staff and its consultants on the myriad of technical reports and studies that were prepared in the development of the Implementation and Operations Plan and in future terminal and vessel construction and operation.
- Review the findings and the recommendations for consistency to promote inter-agency cooperation and integration with ongoing planning efforts.

Information about the WTA can be found at: <http://www.watertransit.org>. Click onto "Meetings" for information about the TAC.

## Memorandum

To: Harbor Safety Committee

Date: September 14, 2006

From: Keith Stahnke

Re: Ferry Operations Work Group Meeting Report  
Tuesday September 12<sup>th</sup> at the Army Reserve Training Facility, Mare Island

Scott Humphrey from S.F. VTS presented the updated Ferry route protocols. Discussed were the reasons for the modifications and a trial implementation date. The group agreed that November 1<sup>st</sup> would be the start of the trail period.

Representatives from Baylink Vallejo ferry and Golden Gate Ferry used the simulators to recreate two scenarios using the new protocols.

- A high speed crossing situation.
- An overtaking situation at high speed with small difference in vessel speeds, creating a prolonged close proximity.

The use of the simulator was very successful, an scenario can be stopped and captains from different agencies can immediately review the situation and discuss options. An additional session with more captains would be beneficial before the test date.

The consensus was the new ferry protocols will create a more predictable pattern for ferry traffic.

Additional transit time for the Baylink ferry could have an increased operational cost.

### Pending items

- Proposed Ferry Building approach communications would require a security call on VHF 13 as ferries approach approximately 1 mile out. Comments included as AIS information is better displayed and used is this new task required? And if following the new protocol, would the security call still be required?
- Follow up training on the simulator for additional captains.



September 14, 2006

San Francisco Harbor Safety Committee

PORTS Work Group report

The PORTS work group met September 7 at the Pilot station Pier 9.

Attendees:

|                |                  |               |
|----------------|------------------|---------------|
| Marc Bayer     | Alan Steinbrugge | Ray Paetszold |
| Bob Pinder     | Linda Scoutis    | Gerry Wheaton |
| Joan Lundstrom | Rebecca Smyth    | Lynn Korwatch |
| Mike Coyne     |                  |               |

All tide stations are up and running except Richmond.

The PORTS internet site is up and running.

The Alameda wind bird needs to be worked on, NRC, National Response Corporation, the OSRO, has agreed to donate time and equipment to get Alan access to the wind bird. NRC and Alan have coordinated to get this work completed by next week.

The Amorco current meter needs to be installed. Alan will be doing this next week as well and Tesoro will provide an electrician to meet him on the Amorco wharf for the final installation.

SF Bar Pilot, Captain Bob Pinder, has agreed to work directly with NOAA and Syntellect to develop the cellular phone communications protocol for PORTS. Captain Bob will coordinate the work with Alan Steinbrugge, the PORTS San Francisco Bay, Project Manager. In order to move the process along the Marine Exchange will try to put in place a direct bill arrangement with Syntellect and keep NOAA in lock step with the development so that all components of the PORTS system are NOAA approved.

Buoy mounted current meters:

PORTS needs the help of the USCG in order to expedite changing out the buoys that have been identified for placement of current sensors from harbor buoys to ocean buoys, Richmond and New York Slough. The reason for the need is that NOAA does not have a current meter clamp for the small sized buoy. The clamp is designed for the larger ocean buoy. There is also concern about the up and down motion of the smaller buoy compromising the data.

The work group identified three additional locations for PORTS sensors;

1. New York Slough – wind current
2. Ferry Building – wind
3. Tesoro Amorco - wind

Goals were discussed and agreed upon for bringing the system to full operational status in order to meet the onset of the winter storm season.

11-1-06 All sites with the exception of Richmond tide, current and wind will be operational.  
11-1-06 Cellular phone system fully operational.  
11-15-06 O&M costs identified year to date and future budget projected.  
12-31-06 Richmond tidal station fully operational.

Long term funding;

Joan Lundstrom is working with the other California HSC chairs to develop the budgets for the O&M of all the California PORTS. Joan is requesting that OSPR host another PORTS/HSC meeting in Sacramento in January to facilitate permanent PORTS funding.

Budget:

OSPR \$111,000 must be spent by June 30, 2007

Additional \$60,000 for operations by June 30, 2007.

December 31, 2007 \$156,000, use it or lose it.

Boating and Waterways has budgeted \$35,000 annually that must be used over a three year period.

We have decided to apply for the BC States Task Force, Legacy Award, for PORTS development in San Francisco Bay next February.

Next PORTS meeting will directly follow the Richmond Harbor Safety Committee meeting Oct. 12.

Respectfully,

Captain Marc Bayer