

# 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, November 10th, 2005

Port of San Francisco Pier One Conference Center; San Francisco, California

**Joan Lundstrom**, Chair of the Harbor Safety Committee of the San Francisco Bay Region (HSC), San Francisco Bay Conservation and Development Commission (BCDC); called the meeting to order at 1009. **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. Michael L. Beatie**, Ferry Operator; **Ted Blanckenburg**, AMNAV Maritime Services; **Capt. Pete Bonebakker**, ConocoPhillips; **Margot Brown**, National Boating Federation; **Sue Cauthen**, San Francisco Tomorrow; **Len Cardoza**, Port of Oakland; **John Davey**, Port of San Francisco; **David Dwinell**, Army Corps of Engineers (COE); **Capt. Fred Henning**, Baydelta Maritime; **Alan Miciano**, General Steamship; **Capt. Robert Pinder**, San Francisco Bar Pilots (Bar Pilots); **Capt. Ray Shipway**, Masters, Mates, and Pilots; **Rich Smith**, Westar Marine Services; **Gerry Wheaton**, National Oceanic and Atmospheric Administration (NOAA).

Also present and reporting to the HSC were **PO Brian Clark**, USCG; **Mike Coyne**, California Office of Spill Prevention and Response, (OSPR); **Ken Leverich**, California State Lands Commission (State Lands); **Cmdr. Gordon Loebel**, USCG; **LtCmdr. Ross Sargent**, USCG. Also present was **Lisa Curtis**, OSPR; and, **Rick Holly**, OSPR.

The meeting was open to the public.

### Approval of the Minutes

#### Corrections to the minutes of the meeting of October 13<sup>th</sup>, 2005:

Page four, third paragraph, third line, should read: Lundstrom said that all *workgroup* meeting are open to everyone.

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

### Comments by the Chair – Lundstrom

- **Sarah Polger**, the NOAA Fellow assigned to work with BCDC on the Bay Water Trails project, will be at the next meeting of the HSC to provide an overview of the process. The Prevention Through People Workgroup and the Navigation Workgroup have been assigned to keep track of the project.
- Letters in support of funding the Physical Oceanographic Real Time System (PORTS) had been sent to OSPR by the Bar Pilots, BCDC, and the Western States Petroleum Association (WSPA).
- Introduced **Curtis**, Acting Administrator, OSPR.

**Curtis** said that her background at OSPR was in spill response. She said that she had worked her way up through the ranks. She said that the expertise and feedback provided by the HSC's were invaluable to the OSPR Administrator. Curtis looks forward to working with the HSC's.

### Coast Guard Report – Cmdr. Loebel

- Crab season opens November 15<sup>th</sup>. There will be increased traffic on the water in the early morning. USCG has been working the docks to educate crabbers about safety issues.

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**Capt. Pinder** asked about crab boats from out of the area that were not familiar with local traffic schemes. **Cmdr. Loebel** said that the USCG had made an effort to educate crabbers up and down the coast. He asked to be kept informed of any problems.

**Cmdr. Loebel** resumed his report:

- USCG worked with Maritime Administration Security to track reports of an individual on a jet ski trespassing in the Ready Reserve Fleet in Suisun Bay. An out of gas jet ski was discovered tied up to one of the ships. Local police apprehended a suspect on shore.
- USCG will be checking to make sure that maritime facilities are enforcing personal identification rules required by the Maritime Security Act of 2002.

**LtCmdr. Sargent** read from the Sector Brief and Vessel Traffic statistics attached to the minutes.

**PO Clark** gave an overview of marine events:

- There are approximately eleven hundred scheduled marine events per year. Sailing events number about nine hundred, swim events about one hundred, and kayak event make up most of the rest. Fireworks events on the bay represent the greatest amount of work due to the environmental scoping required.

**Lundstrom** asked about the permitting process for swim events and lone swimmers. **PO Clark** said that if people asked for a permit they got one. There is no law requiring a permit to swim.

Further discussion revealed that there is no existing law or regulation that can adequately prevent people from swimming almost anywhere they want. The bulk of law exists to regulate the movement of vessels. USCG efforts to educate the public through swim clubs have been hampered by the very diversity and governance of the clubs themselves. The biggest area of concern is along the popular swim routes on the San Francisco city front where the most popular swim times occur during favorable tides.

**Lundstrom** said that the problem would only get larger as more ferryboats go into operation. She said that the HSC is eager brainstorm on the issue with the USCG. She asked the Navigation Workgroup and the Ferry Operations Workgroup to look into possible solutions.

### **Clearinghouse Report – Alan Steinbrugge**

- A statistical report is attached to these minutes.

### **OSPR Report – Coyne**

- OSPR is taking action against one operator of a tank vessel for failure to notify the Clearinghouse. A second incident is under investigation.
- **Ern Russel**, Foss Maritime, has retired. This has created an opening on the HSC for an alternate representative for barge operators.
- **Ron Chamberlain**, Port of Benicia, will be the new representative of that port on the HSC. **Jimmy D. Triplett** will be the alternate.

**Coyne** introduced **Curtis** for the rest of the report.

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- **Curtis** swore **Capt. Peter Peers**, National Cargo Bureau into service on the HSC as a dry cargo representative. **Capt. Peers** took his new seat on the HSC.
- OSPR is doing what it can to keep the ball rolling on the PORTS funding initiative. Money is being found to keep the system on life support until the funding goes through.

### **NOAA Report – Wheaton**

- The COE has been publishing data on its web before passing the data to NOAA. NOAA had not been aware of this. NOAA cannot get the information into its charts until it receives the data from COE and processes it. Staff will attempt to stay on top of this process. Please notify Wheaton if you notice any problems like this in the future.
- Representatives of Power Squadron 2 have expressed and interest in meeting with the Prevention Through People Workgroup.
- NOAA has a new product called Pocket Charts that are designed for recreational boaters and paddle sports. They are navigational charts reduced to thirteen by nineteen inches. The backside of the chart contains a mix of safety, education, and boating information from Federal, state, and private sources. They are only five dollars each and can be ordered on line.
- **Capt. Steve Thompson**, NOAA, sends regards to the HSC. He says there will be no La Niña or El Niño this year.

**Wheaton** responded to questions:

- The Pocket Charts are produced by the regular chart vendors.
- They are open to putting regionally specific information on the back. Please talk to Wheaton.
- NOAA staff will be tracking the COE web site.

### **COE Report -- Dwinell**

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

**Cardoza** thanked **Dwinell** for his leadership effort to resolve an impending problem at the Alcatraz dumpsite. If the problem had not been resolved, the ports of Oakland and San Francisco would not have been able to complete their scheduled dredging projects. **Cardoza** said that **Dwinell** and the COE had done a great job.

**Dwinell** responded to questions:

- The fiscal 2006 budget was not yet passed. The COE was operating on a continuing resolution.

**Wheaton** said that NOAA would not update any Oakland charts during the dredging project until data was released.

**Dwinell** said that he would take that information back to his office.

**Cardoza** spoke about the *COE Project Funding Report* by the California Marine Affairs and Navigation Conference. He asked the HSC to take note of the difference between CMANC recommendations and actual funding levels.

**Cardoza** said that the money to fund these projects came from the Harbor Maintenance Fund, which is funded by an *ad valorem* tax on industry. **Capt. Bonebakker** said that industry is extremely concerned about the low level of service compared to the near two billion-dollar surplus in the Harbor Maintenance Fund.

**Lundstrom** said that the next annual conference of Harbor Safety Committees – to be held in Washington DC – would be a good place to raise issues about the Harbor Maintenance Fund.

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## State Lands Commission Report – Leverich

**Leverich** was called away during the course of the meeting. **Lundstrom** read a report on a security incident at the Selby terminal.

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

- The WTA is considering bids on two boats.
- The TAC will meet when required.

## Tug Escort Workgroup – Capt. Henning

- The group will meet on December 2<sup>nd</sup>. Items on the agenda will be proposals for bollard pull certification and chemical tanker escort. A report will be made at the next meeting of the HSC.

**Capt. Henning** responded to questions:

- Any law on chemical tanker escort would affect all state waters.

**Lundstrom** said that the HSC had offered input on previous bills proposing chemical tanker escort and would continue to track and advise on new proposals.

## Navigation Workgroup – Lundstrom

- A draft of recommendations to proposed vessel emission regulations by the California Air Resources Board (CARB) was read.

**Capt. Henning** asked if sending the letter would indicate that the HSC supported the legislation. **Brown** said that the letter might make the HSC look as if it was in favor of the regulations and went on to say that not all members of the HSC might find it needful or useful for the HSC to take a stand on the regulations. **Lundstrom** said that now was the time for the HSC to give its opinion on safety issues raised by the proposed regulations.

After some discussion, **Capt. Henning** suggested that the HSC describe its recommendations as legitimate concerns within the scope of the HSC rather than as proposed amendments to the regulations. **Curtis** suggested that the letter offer the expertise of the HSC to the CARB's regulatory process.

A motion to accept the recommended changes to the letter was made and seconded. The change reads as follows:

“While the Harbor Safety Committee takes no position on endorsing the regulations, the Committee urges the Air Resources board to address two safety concerns:

1. That the regulations include a safety clause allowing the Captain or Operator of the vessel to revert to the previous fuel oil if the ship develops maneuvering problems after changing to low sulphur [sic] fuel oil. Many maritime regulations have a safety or seaworthy clause for the Captain or Operator. For example the ballast water regulations have such a clause in Public Resource Code Section 6.Section 71203

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2. That the regulation include a “phase-in” period for implementation. This will allow time to notify all affected vessels and give them an opportunity to fine tune their change-over procedures. Many regulations have a phase-in period.

The Committee further offers its assistance to the Board in acting as a ‘sounding board’ for proposed regulations that may impact safe vessel operations, particularly in confined waters such as San Francisco Bay.”

The motion passed without further discussion. **Capt. Pinder** abstained from voting.

### Ferry Operations Workgroup – Davey

- The next meeting would be held on December 1<sup>st</sup>. An agenda will go out to all members and those who have expressed an interest.
- The meeting will discuss ferry communications and routing and feedback on the work of the *ad hoc* workgroup on ferry routing and communications. Equipment requirements and upgrades will also be discussed.
- No recommendations will be made until captains and operators are in agreement. The goal is presentation of a product that can be integrated into the *Harbor Safety Plan* and which will meet charting requirements.

### Prevention Through People Workgroup – Brown

- Safety issues regarding the paddle sports communities were discussed at national meetings attended by **Brown** in the past few months. A common thread of discussion was paddle sports lack of knowledge of regulations governing local navigable waters.
- **Polger**, the NOAA Fellow, has already met with the Prevention Through People Workgroup. She was a great brainstorming resource.
- The workgroup is looking at material created by other states and organizations. Of particular interest are efforts by the American Canoe Association to create educational information for their members and informational decals for rental canoes and kayaks.
- Another topic of discussion at meetings attended by **Brown** was that most local boaters are not familiar with security zones or other new developments where they think they know the local waters. The workgroup will be discussing a standard sort of stop sign.
- Capt. Pinder observed that no mention was made of Brown’s report on a recent resolution passed by the Navigation Safety Advisory Council (NAVSAC). A copy of that resolution is included here:

NAVSAC recommends that Rule 25 [d][i][ii] of the Inland Navigation Rules be amended to read:  
All non-power driven vessels of less than seven meters in length operating in navigable waters shall, if practicable, exhibit the lights prescribed in paragraph a or b of this rule, but if she does not, she shall exhibit one all-round white light of one mile visibility.

### Physical Oceanographic Real Time System (PORTS) Workgroup – Lundstrom

- **Curtis** was introduced to say that the California Department of Boating and Waterways will provide funding to keep the system on life support.

### Public Comment

There was none.

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## **Old Business**

There was none.

## **New Business**

There was none.

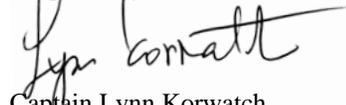
## **Next Meeting**

**Lundstrom** said the next meeting of the HSC would be at 1000, December 8<sup>th</sup>, at the Port of Oakland.

## **Adjournment**

A motion to adjourn was made and seconded. There was no discussion. The motion passed without dissent. The meeting adjourned at 1203.

Respectfully submitted,



Captain Lynn Korwatch  
Executive Secretary

# USCG SECTOR SAN FRANCISCO

## PREVENTION / RESPONSE - SAN FRANCISCO HARBOR SAFETY STATISTICS

**October-05**

### PORT SAFETY CATEGORIES

TOTAL

<b>1. Total Number of Port State Control Detentions for period:</b>	<b>1</b>
SOLAS (0), MARPOL (0), ISM (0), ISPS (1)	
<b>2. Total Number of COTP Orders for the period:</b>	<b>5</b>
Navigation Safety (2), Port Safety & Security (2), ANOA (1)	
<b>3. Marine Casualties</b> (reportable CG 2692) within SF Bay: Allison/Collision (1), Fire (0),	<b>5</b>
Grounding (0), sinking (0), Steering (1), 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 (1), Echo sounder (0), AIS (0), AIS-835 (2)	
<b>5. Reported or Verified "Rule 9" or other Navigational Rule Violations</b> within SF Bay	<b>0</b>
<b>6. Significant Waterway events or Navigation related cases for the period:</b>	<b>2</b>
<b>7. Maritime Safety Information Bulletins (MSIBs):</b> 05-24	<b>1</b>
<b>Total Port Safety (PS) Cases opened for the period:</b>	<b>19</b>

### MARINE POLLUTION RESPONSE

TOTAL

<b>Total Oil/Hazmat Pollution Incidents within San Francisco Bay for Period</b>	<b>11</b>
<b>* Source Identification</b> (Discharges and potential Discharges):	
Deep Draft Commercial Vessels	0
Facilities (includes all non-vessel discharges)	3
Military/Public Vessels	0
Commercial Fishing Vessels	0
Other Commercial Vessels	0
Non-Commercial Vessels (e.g. recreational vessels)	8
Unknown Source (as of end of the period)	0
Storm Drain Runoff / Vehicle (vehicle accident)	0
<b>*Spill Information</b>	
Unconfirmed	6
No Spill	1
Pollution Cases Requiring Clean-up	3
Federally Funded Clean-up Cases ( <b>OSLTF-(1) / CERCLA-0</b> )	1
<b>Oil Discharge and Hazardous Materials Release Volumes by Spill Size Category:</b>	
1. Spills < 10 gallons	2
2. Spills 10 - 100 gallons	1
3. Spills 100 - 1000 gallons	0
4. Spills > 1000 gallons	0
<b>Total Oil Discharge and/or Hazardous Material release volumes (And by vessel type):</b>	<b>96 gals.</b>
1. Estimated spill amount from deep draft vessels:	7 gals
2. Estimated spill amount from commercial vessels:	0
2. Estimated spill amount from recreational vessels:	96 gals
3. Estimated spill amount from facilities / shore side point discharge:	0
3. Estimated spill amount from unknown sources:	0 gals
<b>PENALTY ACTION:</b>	
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 - Loss of Propulsion, M/V APL KOREA (18 Oct):** Vessel lost propulsion while conducting drills during its transit to SF Bay. COTP Order was issued requiring the vessel to maintain a two tug escort while transiting to Oakland as well as submit a classification society report prior to departing the Bay.

**2. Marine Casualty - Loss of Propulsion, M/V NORTH CHALLENGER (21 Oct):** COTP Order was issued requiring the vessel to proceed to Anchorage 9 and conduct repairs to the satisfaction of a classification society surveyor following a propulsion casualty suffered while transiting from Rodeo. While at Anchorage 9, the vessel identified the #1 exhaust valve on the #2 cylinder as the cause of the problem and replaced the worn valve. Sector San Francisco received a classification society report of satisfactory main engine propulsion.

**3. Marine Casualty - Loss of Steering, FERRY VESSEL SOLANO (28 Oct):** The Ferry Vessel SOLANO, while transiting from Vallejo to San Francisco, IVO Pinole Shoal, suffered a casualty with one of its steering control modules. Vessel used alternate steering to return to the Vallejo Ferry Terminal where it disembarked its passengers. Repairs were made to the steering module and verified by CG Inspectors.

### \* B. MARINE CASUALTIES - VESSEL SAFETY CONDITIONS

**1. Marine Casualty - Containers Overboard, M/V HANJIN MIAMI (01 Oct):** Two containers fell in the water and were retrieved by crane; another 10 tipped/damaged containers on the vessel were off-loaded onto the dock. The containers were inspected by USCG on 03OCT05. Port State Control inspected the vessel to ensure no significant damage occurred to the vessel that would inhibit its safe navigation. No significant damage was found other than damage to the port bow running light. Vessel made repairs to the light and departed.

**2. Marine Casualty - Allision, FERRY VESSEL ZELINSKY (27 Oct):** Vessel was inbound to the Ferry Terminal in San Francisco and allided with the Ferry Terminal Pier. Damage was sustained to the port bow above the waterline. No significant injuries were reported among passengers or crew. The vessel disembarked its passengers and then relocated to Bay Ship and Yacht in Alameda to conduct repairs. CG domestic vessel inspectors analyzed the damage and issued a 'No Sail' CG-835 order requiring repairs to vessel prior to embarking passengers.

### \* C. COAST GUARD - GENERAL SAFETY/SECURITY CASES

**1. SECURITY PLAN - M/V AS-1 (02 Oct):** Vessel was issued a COTP Order for a crew security plan. During a PSC boarding, several security deficiencies were identified, including the Ship Security Officer demonstrating unfamiliarity with the position's duties. COTP Order was issued halting cargo operations and requiring the vessel to conduct an external audit by the vessel's Recognized Security Organization.

**2. No Sail CG-835 – P/V Harbor Bay Express II (05 Oct):** CG domestic vessel inspectors noted the vessel had an inoperable port fire pump and inoperable port/starboard bilge pumps in the engine room. A "No Sail" CG-835 was issued requiring the vessel to prove proper operation of pumps prior to taking on passengers for hire.

**3. OBSTRUCTION TO NAVIGATION – BAY BRIDGE (16 Oct):** The stern mooring lines from the Foss barge 134 had slipped and the barge drifted into the Deep Water Channel between Towers 'A' & 'B' of the western span of the Bay Bridge. Westar was notified, and dispatched the Tug BETTIE L to re-moor the barge. Tug was on-scene within 35 minutes of initial call and barge was re-moored.

**4. Safety Zone Incursion - F/V CAPT JOEY (08Oct):** Vessel entered the Fleet Week rectangular air show security zone and was boarded by MSST 91103. The following day the vessel breached the security zone for a second time and was again boarded by MSST 91103. A second CG-4100 was issued citing gross negligent operation for the security zone incursion. CG investigators are pursuing enforcement action.

**5. Navigation Safety - Letter of Deviation (LOD), M/V CONCORD BRIDGE, Panama, (23 Oct):** Vessel was granted a LOD to depart Sector LA/LB with an inoperable secondary radar. The radar scanner was not able to rotate due to some damaged gears. Repair parts could not be procured in LA/LB's area of responsibility and were ordered for the vessel's NPOC, Port of Oakland. The vessel's agent requeste, and was granted a LOD to enter San Francisco Bay with the inoperable radar.

**6. Navigation Safety - Letter of Deviation (LOD), M/V MOL ENTERPRISE, Panama (27 Oct):** Vessel was inbound with an inoperable gyrocompass. The vessel was navigated using a magnetic compass and GPS. LOD was issued authorizing port entry under certain conditions, i.e., visibility of at least 2 miles; the bar pilot must agree to the lack of an inoperable gyrocompass; gyrocompass must be covered to prevent accidental use; and documentation of repair must be submitted prior to departure.

**SIGNIFICANT MARINE ENVIRONMENTAL RESPONSE (MER) CASES:**

**1. Two Floating Drums - Stockton (21 Oct):** Sector San Francisco's Incident Management Division received a report of two floating drums in the San Joaquin River- one a propane tank, the other a creosol drum. IMD responded, opened the CERCLA fund for \$10K, and hired Parker Diving for recovery. Parker Diving recovered and disposed of the drum and propane tank. Case Closed.

**SIGNIFICANT PORT SAFETY INFORMATION or EXERCISES**

**1. Maritime Safety/Security Information Bulletin 05-24 (26 Oct): "Operation Safe Crab" -** MSIB was issued to inform the maritime community of dangers involved with commercial fishing; especially for West Coast crabbing vessels measuring 30-50 feet in length. U.S Coast Guard personnel will be conducting safety spot checks and encouraging voluntary dockside exams in all fishing harbors prior to the local crab openers which begin on November 15th for the Central Coast and December 1st for the Northern Coast. This outreach effort is part of the Coast Guard's "Operation Safe Return," an initiative started in 1999 to reduce the loss of lives and fishing vessels in the West Coast crab fleet.


## VTS Vessel Transit Stats

<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>Sep-05</b>	<b>Oct-05</b>		<b>Oct-04</b>	
<b>PUBLIC</b> (incl ACOE, Research, USCG, Naval etc.)	150	177	18%	194	-9%
<b>TANKER</b> (incl: ITB's)	180	218	21%	211	3%
<b>CARGO</b> (incl container, bulker, & freight vsls)	419	980	134%	565	73%
<b>TUGs with TOWS</b> (incl: ATB's and tank barges)	2090	2149	3%	3171	-32%
<b>FERRIES</b> (incl both commuter and bay cruise ferries)	7825	7098	-9%	7455	-5%
<b>MISC</b> (incl: school ships, recreation, fishing, & unknown vsls)	1314	1491	13%	353	322%
<b>PASSENGER</b> (incl cruise ships, and smaller charter vessels)	96	209	118%	198	6%
<b>TOTAL vsl transits</b>	<b>11820</b>	<b>12322</b>	<b>4%</b>	<b>12147</b>	<b>1%</b>

# San Francisco Bay Clearinghouse Report For October 2005

## San Francisco Bay Region Totals

			<u>2004</u>
Tanker arrivals to San Francisco Bay	64		61
Tank ship movements & escorted barge movements	354		299
Tank ship movements	209	59.04%	177
Escorted tank ship movements	99	27.97%	87
Unescorted tank ship movements	110	31.07%	90
Tank barge movements	145	40.96%	122
Escorted tank barge movements	65	18.36%	59
Unescorted tank barge movements	80	22.60%	63
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	218		324		0		191		733	
Unescorted movements	107	49.08%	178	54.94%	0	0.00%	97	50.79%	382	52.11%
Tank ships	72	33.03%	109	33.64%	0	0.00%	49	25.65%	230	31.38%
Tank barges	35	16.06%	69	21.30%	0	0.00%	48	25.13%	152	20.74%
Escorted movements	111	50.92%	146	45.06%	0	0.00%	94	49.21%	351	47.89%
Tank ships	64	29.36%	91	28.09%	0	0.00%	52	27.23%	207	28.24%
Tank barges	47	21.56%	55	16.98%	0	0.00%	42	21.99%	144	19.65%

### 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	654		690
Tank ship movements & escorted barge movements	3,368		3,229
Tank ship movements	1,978	58.73%	1,869
Escorted tank ship movements	930	27.61%	917
Unescorted tank ship movements	1,048	31.12%	952
Tank barge movements	1,390	41.27%	1,360
Escorted tank barge movements	693	20.58%	703
Unescorted tank barge movements	697	20.69%	657
Percentages above are percent of total tank ship movements & escorted barge movements for each item.			
Escorts reported to OSPR	14		24

<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	2,078		3,103		0		1,725		6,906	
Unescorted movements	967	46.54%	1,615	52.05%	0	0.00%	822	47.65%	3,404	49.29%
Tank ships	666	32.05%	1,037	33.42%	0	0.00%	451	26.14%	2,154	31.19%
Tank barges	301	14.49%	578	18.63%	0	0.00%	371	21.51%	1,250	18.10%
Escorted movements	1,111	53.46%	1,488	47.95%	0	0.00%	903	52.35%	3,502	50.71%
Tank ships	641	30.85%	875	28.20%	0	0.00%	469	27.19%	1,985	28.74%
Tank barges	470	22.62%	613	19.76%	0	0.00%	434	25.16%	1,517	21.97%

### Notes:

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

**November 10, 2005**

**1. CORPS 2005 O&M DREDGING PROGRAM**

Most FY 2005 Projects have been completed. We are working to complete the ones that were not finished by October 1, 2005. The Corps does not have its' FY 2006 budget, so we are starting to plan for our FY 2006 projects under the Congressional Continuing Resolution Authority.

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

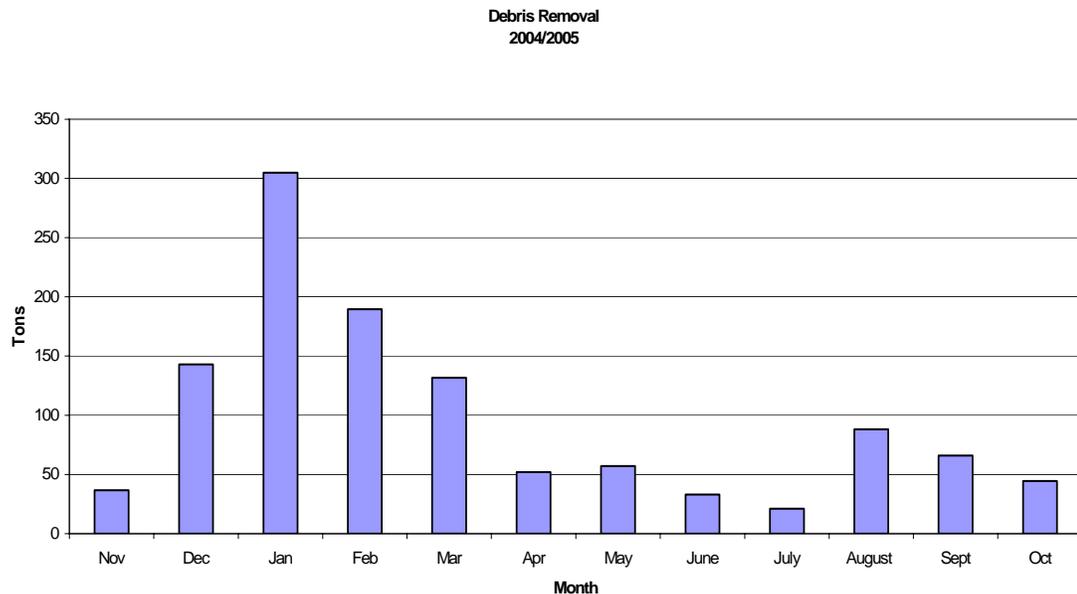
- a. **Main Ship Channel** – Project is complete.
- b. **Richmond Outer Harbor and Southampton Shoal** – Project is complete.
- c. **Richmond Inner Harbor** – Project is complete.
- d. **Oakland Outer and Inner Harbor** – Corps has a contract in place with Great Lakes Dredging with an option that the 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** – The government dredge “Yaquina” started Pinole Shoal on approximately October 1, 2005 and then continued on the dredge the Suisun Bay Channel and New York Slough. Because the “Yaquina” was not able to finish Pinole Shoal, Suisun Bay Cannel and New York Slough, the Corps was able to get some additional days on the government dredge “Essyons” to complete these projects.
- f. **Pinole Shoal** – The “Yaquina” started dredging Pinole Shoals on October 1, 2005. The “Yaquina” was not able to complete this project and approximately 60,000 cubic yards remained to be dredged. Because the “Yaquina” was not able to complete this project, the Corps was able to get some additional days on the government dredge “Essayons” to complete this project. The “Essayons” started dredging on November 7, 2005.
- 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 approximately \$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 1<sup>st</sup>. The contract was awarded to Dutra on September 13 and the notice to proceed was issued on September 23. Dutra started dredging Redwood City on October 31, 2005. The Corps is only allowed to take approximately 200, 000 cubic yards to the Alcatraz Dredged Material Disposal Site (SF-11) for the month of November. The contractor is expected to dredge this amount by the middle of November. The Corps is working with the other agencies to possibly take the remainder of the material to the San Pablo Bay Dredge Material Disposal Site (SF-10) or the remainder of the project will be dredged in December and taken to SF-11.

- h. San Bruno Shoal** – The San Bruno Shoal is officially part of the Redwood City Project. This area does not normally require dredging. However, this year it has shoaled and is limiting access to the rest of the project. This area was not included in the Redwood City Contract. To alleviate this problem, the Corps was issuing a contract to perform a knockdown in this area. However, the area has continued to shoal and it appeared that a knockdown would not be effective. Therefore, the Corps is having the government dredge “Essayon” dredge this material and take it to SF-10.

## 2. DEBRIS REMOVAL

The total tonnage of debris collected on the San Francisco Bay for October 2005 was 45 tons; this is down from the 66 tons collected in September 2005.



### **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 four 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 99 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 awarded an additional contract. This one is to deepen the entrance channel to 50 feet. This material is scheduled to go to the Montezuma Wetlands Restoration Project. This contract was awarded on October 18, 2005.

The Corps is preparing to award another contract in March to dredge the remainder of the project in the Inner and Outer Harbors from 46 feet to 50 feet. This contract is expected to take approximately two years to compete.

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 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 data. 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 way 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 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/>



To: Joan Lundstrum  
Chairperson, San Francisco Bay Harbor Safety Committee

Fm: Marc Bayer  
Representative, Navigation Workgroup

Re: Proposed Air Resource Board Regulations on Emission Limits and Requirements For Auxiliary Diesel Engines and Diesel-Electric Engines

On October 25, 2005, the Navigation Workgroup met at the State Lands Office in Hercules to discuss the Air Resource Board's proposed regulations on emission limits and requirements for auxiliary diesel engines and diesel-electric engines operated on ocean-going vessels within California waters and 24 nautical miles of the California baseline.

There were representatives from many different Bay Area organizations present as well as two representatives from the Air Resource Board to discuss the pending regulation. Many ideas were exchanged and discussed. The workgroup finally settled on two suggestions that were safety related to vessels transiting SF Bay.

The Navigation Workgroup recommends that the SF Bay Harbor Safety Committee go on record as supporting the two following amendments to the regulation:

1. That the regulation include a safety clause allowing the Captain or Operator of the vessel to revert to the previous fuel oil if the ship develops maneuvering problems after changing to low sulphur fuel oil. Many maritime regulations have a safety or seaworthy clause for the Captain or Operator. For example the ballast water regulations have such a clause in Public Resources Code Sec. 6. Section 71203.
2. That the regulation include a "phase-in" period for implementation. This will allow time to notify all affected vessels and give them an opportunity to fine tune their change-over procedures. Many regulations have a phase-in period.

Respectfully submitted,

Marc Bayer  
Representative SF-HSC Navigation Workgroup