

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 8, 2007

Port of San Francisco, Pier 1 Conference Center, The Embarcadero, San Francisco, 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 1007. **Alan Steinbrugge**, Marine Exchange of the San Francisco Bay Region (Marine Exchange), confirmed a quorum of the HSC.

The following committee members (M) and alternates (A) were in attendance: **Capt. Esam Amso (A)**, Valero Marketing and Supply Company; **John Berge (M)**, Pacific Merchant Shipping Association, (PMSA); **Sue Cauthen (M)**, San Francisco Tomorrow; **Ron Chamberlain (M)**, Port of Benicia; **John M. Davey (M)**, Port of San Francisco; **Capt. Fred Henning (M)**, Baydelta Maritime; **Capt. Bruce Horton (M)**, San Francisco Bar Pilots (Bar Pilots); **Robert J. Lawrence (M)**, U.S. Army Corps of Engineers (COE); **Daniel J. Massey (A)**, Foss Maritime Company; **Capt. Peter McIsacc (A)**, Bar Pilots; **Pat Murphy (M)**, Blue & Gold Fleet; **William Needham (A)**, National Boating Federation; **William Nickson (A)**, Transmarine Navigation Corporation; **Capt. Ray Shipway (A)**, International Organization of Masters, Mates, & Pilots; **Keith Stahnke (A)**, San Francisco Bay Area Water Transit Authority (WTA); **Denise Turner (A)**, Port of San Francisco; **Gerry Wheaton (M)**, National Oceanic and Atmospheric Administration (NOAA); **Cmdr. Drew Wood (A)**, United States Coast Guard (USCG).

Also present and reporting to the HSC were **Rick Chapman**, COE; **Bob Chedsey**, California State Lands Commission (State Lands); **Steve Chesser**, COE; **Capt. Lynn Korwatch**, Marine Exchange; **Lt. Cmdr. Kevin Mohr**, USCG; **Dave Sulouff**, USCG; **Capt. Gary Toledo**, California Office of Spill Prevention and Response, (OSPR).

The meetings are always open to the public.

Approval of the Minutes

There were no corrections to the minutes of October 11, 2007 meeting. A motion to accept the minutes was made and seconded. It passed without discussion or dissent.

Comments by the Chair – Lundstrom

- It was announced at the last meeting of OSPR's state-wide Technical Advisory Committee that there would be no funding for the Physical Oceanographic Real Time System (PORTS) from the general fund, due to the state's continuing large deficit. A representative from the Western States Petroleum Association said that they would support a bill to fund PORTS operations in the Bay Area from the OSPR budget.

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Coast Guard Report – Cmdr. Wood

- The discrepancy between initial reports of the amount of fuel spilled by the *COSCO Busan*, and the final figure, had to do with the difficulty of observing the extent of the spill in heavy fog. At the time the first Coast Guard came alongside, active discharge had stopped, and the crew was in the process of shifting fuel from the damaged tanks to sound tanks. Since the sounding tubes in the allided tanks were damaged, it took a while to do the calculations. Estimates of the size of a fuel spill do not affect the size of the response. The worst case is always assumed

Berge asked if the ship had been boomed in Anchorage 7, or only in Anchorage 9. **Cmdr. Wood** said that the vessel was only boomed in Anchorage 9. **Cauthen** asked if fifty-eight thousand gallons was the final figure and whether the cause of the incident was then known. **Cmdr. Wood** said that the number was final. The incident was under investigation and was too soon to say what the cause was. It was not known whether the vessel had been bunkered locally.

Lt. Cmdr. Mohr read from a report attached to these minutes.

- **Sulouff** said that USCG had organized a meeting with the Union Pacific Railroad, Bar Pilots, NOAA, and other stakeholders to discuss questions about the operations of the Benicia-Martinez Railroad Drawbridge during periods of high wind. **Capt. Horton** said the Union Pacific engineers had been unable to attend because they were making surveys after the recent quake. Another issue that came up in the course of the meeting is that the drawbridge operators.
- Another issue that came up in the meeting was that train managers will now be tasked with operating the bridge as well. Union Pacific thinks this will help improve operations at the drawbridge. Coast Guard will continue to monitor the situation and **Sulouff** would make a site visit to see the new system in operation.
- There will be no more meetings of the Natural Working Group. Meetings will be held as necessary, and past members of the working group will be notified. **Sulouff** said that the Coast Guard takes these issues very seriously. He is available twenty-four hours per day, and can be contacted through the Vessel Traffic Service (VTS) regarding any incidents that happen outside of normal office hours.

Capt. Shipway thanked **Sulouff** for pulling everyone together for the meeting. He then asked **Cmdr. Wood** for an update on the Transportation Worker Identity Card program scheduled to begin in Oakland that day, October 8. **Cmdr. Wood** said that a press conference had been set up for the previous day, but that the press didn't show up. He encouraged everyone to pre-register on the web, and said it would still take two visits to complete the process. Enforcement will begin ninety days after roll out in the last port in the District, which is Eureka, then scheduled for September 2008. **Lundstrom** asked **Cmdr. Wood** to forward information to Steinbrugge so that it could be included on the Marine Exchange web site.

Lundstrom said that the number of Rule 9 violations seemed to be down for the year. A recent article in *Latitude 38*, a magazine for recreational sailors, had given instructive coverage on the recent Baycat incident discussed at the August and September meetings of the HSC.

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Clearinghouse Report – Steinbrugge

Steinbrugge read from a report that is attached to these minutes.

OSPR Report – Capt. Toledo

- **OSPR** was notified of the *COSCO Busan* incidents by the State Office of Emergency Services, which is the proper protocol. The contingency plan was pulled for the vessel and found to be in proper order. **OSPR** was participating through the Unified Command Center, located at Fort Mason, and from its offices in Cordelia and Sacramento.

There were a number of questions about where the oil had gone to, and what the size of the slick was, and how many response vessels were on the water at the time of the meeting. **Capt. Toledo** did not then know how many boats were responding. **Cmdr. Wood** said that a great deal of the fuel would have evaporated and that notoriously tricky currents and tides would have dispersed what was left.

Massey asked about oil from the spill fouling vessels that had transited waters where the fuel had moved. He was concerned that fuel could leach out from vessels over a period of time as their water lines changed do to fuel load. **Capt. Toledo** said that anyone with such concerns should contact **OSPR**.

NOAA Report – Wheaton

- They are working with **Julie Thomas**, project manager for the Coastal Data Information Program (CDIP), to create an integrated web site for meteorological and oceanographic data that are currently spread across sixteen web sites. Thomas would give a presentation to the Los Angeles/Long Beach HSC in December, and could give one to this HSC in the future.

Capt. Korwatch asked if **PORTS** equipment was being used in the response to the fuel spill. **Wheaton** said that **NOAA** always uses all available data.

Army Corp of Engineers (COE) Report – Lawrence

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

Wheaton asked about changes in the Oakland inner harbor turning basin to be included on charts. **Lawrence** said that they were working on the surveys and that they would keep **NOAA** informed. **Capt. Amso** asked if there were any information on the historical depths of Pinole Shoal Channel. **Lawrence** did not have that information, but would provide a phone number for the person at **COE** that did.

Lawrence introduced two guests from the **COE** San Francisco District office: **Rick Chapman**, head of tech supports, and **Steve Chesser**, dredge manager. They were on hand to answer questions raised at the October

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meeting of the HSC. **Lundstrom** that timely reporting and a standard reporting protocol had been issues before the HSC for many years.

- **Chapman** said that the colonel in charge of the District also had many questions about the problem with Bulls Head Channel. **Chapman** said that it was not as if he knew and refused to report the data. He said that part of the problem would be solved by correcting staffing levels in the office. There would be a twenty-five percent increase by the beginning of the year. He said that anyone who wanted to get on a contact list for future survey updates should email him at rick.chapman@usace.army.mil.
- **Chapman** described other dredge problems caused by uncertainties in funding and funding by continuing resolution. That made it difficult to keep contractors on, or to let new contracts. Thus, some projects were not getting finished.

Capt. Horton said that he did not understand why the COE was not getting out information on high spots. **Chapman** said that they would try to publish the information, but they couldn't guarantee a fix if there were no funds. **Lundstrom** said that this problem had been ongoing for years. **Cmdr. Wood** said that the Captain of the Port is also extremely interested in seeing this data get out as soon as possible. **Capt. Horton** said that it was better to err on the high side in there interest of safety. **Cmdr. Wood** said that unofficial numbers that were too high could always be corrected later. **Wheaton** said that NOAA faced legal liability of they did not report condition that they were aware of, and suggested that the COE might be similarly liable.

Lundstrom said that the issue was of such importance to the HSC that they would like to see a written proposal from the COE to describe reporting procedures. **Capt. McIsaac** said that there had been an agreement with the previous colonel in charge to provide raw data. **Chapman** asked what kind of raw data had been provided. **Capt. McIsaac** said that it was pretty simple, and that it had been conveyed by phone. Then there became an issue about public notification, and **Capt. McIsaac** thought the process got lost in "Q and A." **Chapman** said that he would look into what had happened.

Capt. McIsaac asked whether contractors were required to have automated identification systems (AIS) on board there dredges. **Chesser** described the data systems that are required. After a brief discussion about the two systems, **Chesser** said that he would look into the possibility of integrating AIS into the system required by COE.

A person from the public asked how someone could report something that they discovered during transit of an area. **Lt. Cmdr. Mohr** said that they could always call the Vessel Traffic Service. Any reported discrepancy can be cited in the Broadcast Notice to Mariners without confirmation.

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State Lands Commission Report – Chedsey

- There were two hundred seventy five transfers in October, down from three hundred thirteen in October, 2006. Sixty percent of transfers were monitored. Thirty-one million barrels of crude were discharged, down from thirty-five million the previous October.

Wheaton asked if the decrease in transfers had to do with increased transport by pipeline. **Chedsey** said that they only track pipelines within the terminals.

Water Transit Authority (WTA) Technical Advisory Committee Report – Lundstrom

- The latest report from **Len Cardoza** (M), Port of Oakland, was attached to the minutes.
- **Governor Arnold Schwarzenegger** had signed California Senate Bill 976 since the last meeting. This bill replaces the WTA with the San Francisco Bay Area Water Emergency Transportation Authority. **Stahnke** will report on changes due to the new law at the February meeting of the HSC.

Tug Escort Work Group – Capt. Henning

- There was nothing to report.

Navigation Work Group – Capt. Horton

- There was nothing to report.

Ferry Operations Work Group – Lundstrom

- There was nothing to report.

Prevention Though People Work Group – Needham

- *Sharing the Bay* has been entered into the 2008 International Oil Spill Film Festival to be held in Savannah Georgia in May.

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

- The next meeting was scheduled for November 26.

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PORTS Report – Steinbrugge

- The problem with the voice system was fixed.
- **Steinbrugge** is working with **Capt. Marc Bayer** (M), Tesoro Refining and Marketing Company, and **Mark Bailey**, NOAA, to establish a site for a wind sensor at the Benicia-Martinez railroad drawbridge.

Public Comment

There were no comments.

Old Business

There was no old business.

New Business

There was no new business.

Next Meeting

Steinbrugge said that the next meeting would convene at 1000, January 10, 2008, at the Port of Richmond's Harbor Master's Office.

Adjournment

A motion to adjourn was made and seconded. It passed without discussion or dissent. **Lundstrom** adjourned the meeting adjourned at 1144.

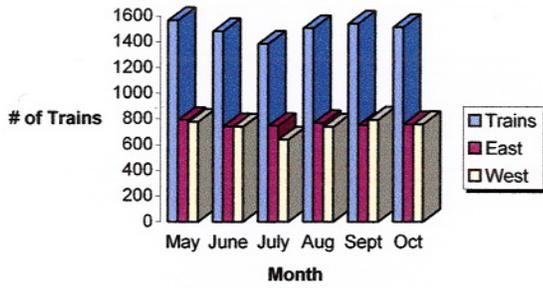
Respectfully submitted,


Captain Lynn Korwatch
Executive Secretary

USCG SECTOR SAN FRANCISCO	
PREVENTION / RESPONSE - SAN FRANCISCO HARBOR SAFETY STATISTICS	
October-07	
PORT SAFETY CATEGORIES	
	TOTAL
Total Port Safety (PS) Cases opened for the period:	11
1. Total Number of Port State Control Detentions for period:	0
SOLAS (0), MARPOL (0), ISM (0), ISPS (0)	
2. Total Number of COTP Orders for the period:	0
Navigation Safety (0), Port Safety & Security (0), ANOA (0)	
3. Marine Casualties (reportable CG 2692) within SF Bay: Allison (0), Collision (1), Fire (0), Grounding (0), Sinking (0), Steering (0), Propulsion (1), Personnel (2), Other (0)	4
4. Total Number of (routine) Navigation Safety related issues / Letters of Deviation	7
Radar (4), Steering (0), Gyro (1), Echo sounder (1), AIS (1), AIS-835 (0)	
5. Reported or Verified "Rule 9" or other Navigational Rule Violations within SF Bay	0
6. Significant Waterway events or Navigation related cases for the period:	0
7. Maritime Safety Information Bulletins (MSIBs): MSIB 06-05	0
MARINE POLLUTION RESPONSE	
	TOTAL
Total Oil/Hazmat Pollution Incidents within San Francisco Bay for Period	32
* Source Identification (Discharges and potential Discharges):	
TOTAL VESSELS	16
Commercial Vessels	1
Public Vessels (Military)	4
Commercial Fishing Vessels	3
Recreational Vessels	8
TOTAL FACILITIES	4
Regulated Waterfront Facilities	0
Other Land Sources	4
UNKNOWN/UNCONFIRMED	12
*Spill Information	
Pollution Cases Requiring Clean-up	4
Federally Funded Cases	1
Oil Discharge and Hazardous Materials Release Volumes by Spill Size Category:	
1. Spills < 10 gallons	11
2. Spills 10 - 100 gallons	4
3. Spills 100 - 1000 gallons	1
4. Spills > 1000 gallons	0
5. Spills - Unknown	16
Total Oil Discharge and/or Hazardous Material release volumes:	705
1. Estimated spill amount from Commercial Vessels:	15
2. Estimated spill amount from Public Vessels:	10
3. Estimated spill amount from Commercial Fishing Vessels:	30
4. Estimated spill amount from Recreational Vessels:	600
5. Estimated spill amount from Regulated Waterfront Facilities:	50
6. Estimated spill amount from Other Land Sources:	0
7. Estimated spill amount from Unknown sources:	0
Penalty Action:	
Civil Penalty Cases for Period	1
Notice of Violations (TKs)	2
Letters of Warning	6

** SIGNIFICANT PORT SAFETY & SECURITY (PSS) CASES **	
* A. MARINE CASUALTIES - PROPULSION / STEERING	
Marine Casualty - Loss of Propulsion, M/V STAR ISMENE (6 Oct): Vessel lost propulsion in the vicinity of the Sea Buoy when its generator shut down as a result of being in the manual position vice automatic mode when its bowthrusters were engaged. Once the generator was turned to automatic mode, power came back on and the bow thrusters began to operate properly. No damage was caused to the vessel.	
* B. MARINE CASUALTIES - VESSEL SAFETY CONDITIONS	
Marine Casualty - Collision, T/B MARSHALL FOSS (23 Oct): Tug MARSHALL FOSS hit the starboard forward quarter of tank barge POTOMAC with its starboard aft quarter creating a 1.5" deep x 3' wide x 5' long dent while departing Anchorage 9 in San Francisco Bay. Collision occurred when the tug MARSHALL FOSS was conducting backing maneuvers with trainee crewmembers. Damage to the tug was negligible. No injuries or pollution reported. Apparent cause of accident was loss of situational awareness during a training on the MARSHALL FOSS.	
* C. COAST GUARD - GENERAL SAFETY/SECURITY CASES	
General Safety - Death of a Crewmember, M/V JAG RAHUL (18 Oct): Crewmember was sent to his stateroom to rest after he developed a bad headache and cough, and was having a hard time breathing. The seaman was later found dead in his stateroom by a fellow shipmate. The vessel agent notified the Coast Guard of the death, and the company doctor was called to determine the cause. The doctor's initial report indicated natural causes, but a full autopsy report is forthcoming; case pends.	
* D. COAST GUARD - NAVIGATIONAL SAFETY	
Navigation Safety - T/V GINGA EAGLE (1 Oct): Vessel's 3cm radar was malfunctioning during its inbound transit to Richmond. LOD was issued requiring visibility of at least two nautical miles and verification of repairs prior to its departure from SF Bay. Deficiencies were corrected and the LOD was rescinded on 4 Oct.	
Navigation Safety - M/V FOUR SCHOONER (2 Oct): Vessel's 3cm radar was malfunctioning during its inbound transit to Benicia. LOD was issued requiring visibility of at least two nautical miles and verification of repairs prior to its departure from SF Bay. Deficiencies were corrected and the LOD was rescinded on 4 Oct.	
Navigation Safety - M/V SOVI R (7 Oct): Vessel's 10cm radar was malfunctioning during its inbound transit to Sacramento. LOD was issued requiring visibility of at least two nautical miles and verification of repairs prior to its departure from SF Bay. Deficiencies were corrected and the LOD was rescinded on 10 Oct.	
Navigation Safety - M/V FANTASY I (7 Oct): Vessel's 3cm radar was malfunctioning during its inbound transit to Stockton. LOD was issued requiring visibility of at least two nautical miles and verification of repairs prior to its departure from SF Bay. Deficiencies were corrected and the LOD was rescinded on 8 Oct.	
Navigation Safety - M/V DEL NORTE (9 Oct): Vessel's AIS malfunctioned while operating in San Francisco Bay. An LOD was issued requiring vessel's AIS to stay off until repairs could be verified by a certified technician. Repairs were made and the LOD was rescinded on 12 Oct.	
Navigation Safety - M/V MELBOURNE HIGHWAY (18 Oct): Vessel's gyrocompass was malfunctioning during its inbound transit to Benicia. LOD was issued requiring repairs prior to departure from SF Bay. Deficiencies were corrected and the LOD was rescinded on 20 Oct.	
Navigation Safety - T/V KISOGAWA (23 Oct): Vessel's echo depth sounder was reported malfunctioning during its inbound transit to SF Bay. Due to a parts backorder, vessel was unable to obtain parts until next U.S. port of call in LA/LB. An LOD was issued requiring repairs prior to departure from LA/LB.	
SIGNIFICANT INCIDENT MANAGEMENT DIVISION (IMD) CASES:	
Small Vessel Fires - Turner Cut Resort (8 Oct): Approximately 5 small boats caught fire at the Turner Cut Resort in Stockton, discharging 500 to 600 gallons of fuel in the water. California Office of Spill Prevention and Response, San Joaquin Sheriffs Department, and Coast Guard Incident Management Division responded to the incident. The Oil Spill Liability Trust Fund was opened at \$40K and Parker Diving was hired by the Coast Guard to mitigate the spill. Close to 500 gallons of product (mostly oily debris) was removed. The cause of the fire is unknown and LOW's were issued to the vessel owners.	
SIGNIFICANT PORT SAFETY INFORMATION or EXERCISES	
None.	

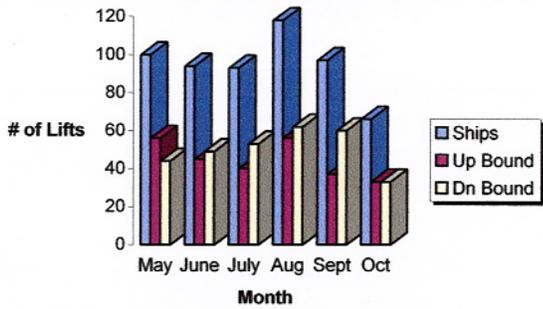
Trains Per Month



Total Trains Per Month

	May	June	July	Aug	Sept	Oct
Trains	1566	1479	1382	1503	1539	1511
East	790	740	744	766	748	754
West	776	739	638	737	791	757

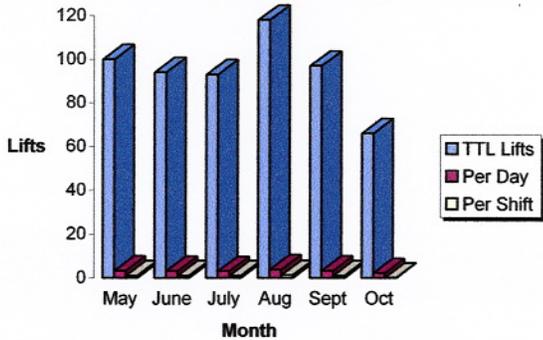
Lifts Per Month



Total Lifts Per Month

	May	June	July	Aug	Sept	Oct
Ships	100	94	93	118	97	66
Up Bound	56	45	40	56	37	33
Dn Bound	44	49	53	62	60	33

Avg Lifts Per Day / Per Shift



**Average Lifts Per Day
Per Shift**

	May	June	July	Aug	Sept	Oct
TTL Lifts	100	94	93	118	97	66
Per Day	3.2	3.1	3	3.8	3.2	2.12
Per Shift	1.07	1.04	1	1.26	1.07	0.07



San Francisco Bay Region
Tank Vessel Escort Clearing House

c/o Marine Exchange of the San Francisco Bay Region
Fort Mason Center, Building B, Suite 325
San Francisco, California 94123-1308

San Francisco Clearinghouse Report

November 8, 2007

- ❖ In October the clearinghouse did not contact OSPR regarding any possible escort violations.
- ❖ In October the clearinghouse did not receive any notifications of vessels arriving at the Pilot Station without escort paperwork.
- ❖ The Clearinghouse has contacted OSPR 9 times so far in 2007 regarding possible escort violations, 9 times in 2006; 16 times in 2005; 24 times in 2004; twice in 2003; twice in 2002; 6 times in 2001; 5 times in 2000.
- ❖ In October there were 74 tanker arrivals; 3 ITB's, 1 LPG, 5 Chemical Tankers, 8 Chemical/Oil Carriers, 30 Crude Oil Tankers, 18 Product Tankers. Through October we've averaged 67 tanker arrivals a month. In October 2006 there were 75 arrivals. In 2006 the monthly average number of tanker arrivals was 72 tankers a month.
- ❖ In October there were 298 deep draft vessel arrivals. Through October 2007 we've averaged 294 deep draft vessel arrivals a month. In October 2006 there were 297. The average monthly number of commercial deep draft vessel arrivals in 2006 was 305.
- ❖ UPRR Bridge transits in October 2007

18	upriver transits
24	downriver transits
42	total transits

San Francisco Bay Clearinghouse Report For October 2007

San Francisco Bay Region Totals

			<u>2006</u>
Tanker arrivals to San Francisco Bay	65		75
Tank ship movements & escorted barge movements	382		384
Tank ship movements	197	51.57%	235
Escorted tank ship movements	89	23.30%	121
Unescorted tank ship movements	108	28.27%	114
Tank barge movements	185	48.43%	149
Escorted tank barge movements	91	23.82%	77
Unescorted tank barge movements	94	24.61%	72
Percentages above are percent of total tank ship movements & escorted barge movements for each item.			
Escorts reported to OSPR	0		1

<u>Movements by Zone</u>	<u>Zone 1</u>	<u>%</u>	<u>Zone 2</u>	<u>%</u>	<u>Zone 4</u>	<u>%</u>	<u>Zone 6</u>	<u>%</u>	<u>Total</u>	<u>%</u>
Total movements	222		359		0		162		743	
Unescorted movements	112	50.45%	192	53.48%	0	0.00%	75	46.30%	379	51.01%
Tank ships	71	31.98%	108	30.08%	0	0.00%	34	20.99%	213	28.67%
Tank barges	41	18.47%	84	23.40%	0	0.00%	41	25.31%	166	22.34%
Escorted movements	110	49.55%	167	46.52%	0	0.00%	87	53.70%	364	48.99%
Tank ships	61	27.48%	87	24.23%	0	0.00%	29	17.90%	177	23.82%
Tank barges	49	22.07%	80	22.28%	0	0.00%	58	35.80%	187	25.17%

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 2007

San Francisco Bay Region Totals

			<u>2006</u>
Tanker arrivals to San Francisco Bay	671		788
Tank ship movements & escorted barge movements	3,539		3,917
Tank ship movements	2,034	57.47%	2,373
Escorted tank ship movements	1,025	28.96%	1,234
Unescorted tank ship movements	1,009	28.51%	1,139
Tank barge movements	1,505	42.53%	1,544
Escorted tank barge movements	785	22.18%	813
Unescorted tank barge movements	720	20.34%	731
Percentages above are percent of total tank ship movements & escorted barge movements for each item.			
Escorts reported to OSPR	9		12

Movements by Zone	Zone 1	%	Zone 2	%	Zone 4	%	Zone 6	%	Total	%
Total movements	2,217		3,444		0		1,855		7,516	
Unescorted movements	1,048	47.27%	1,702	49.42%	0	0.00%	853	45.98%	3,603	47.94%
Tank ships	690	31.12%	1,049	30.46%	0	0.00%	421	22.70%	2,160	28.74%
Tank barges	358	16.15%	653	18.96%	0	0.00%	432	23.29%	1,443	19.20%
Escorted movements	1,169	52.73%	1,742	50.58%	0	0.00%	1,002	54.02%	3,913	52.06%
Tank ships	684	30.85%	980	28.46%	0	0.00%	485	26.15%	2,149	28.59%
Tank barges	485	21.88%	762	22.13%	0	0.00%	517	27.87%	1,764	23.47%

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
Of the San Francisco Bay Region**

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

November 8, 2007

1. CORPS 2007 O&M DREDGING PROGRAM

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

- a. **Main Ship Channel** – The Essayons dredged the Main Ship Channel for eight days in June, as scheduled. A condition survey was conducted and the survey has been posted. **No change**
- b. **Richmond Outer Harbor and Richmond Long Wharf** – Dredging was completed in June. The surveys were completed and were posted. **No change.**
- c. **Richmond Inner Harbor** – **The Inner Harbor has been dredged. A preliminary survey was conducted to identify any high spots that need to be removed. The dredging equipment has gone to Oakland, but the Corps might be able to use other equipment (i.e. knockdown equipment) if high spots need to be removed. The Construction Office is looking into the funding issues.**
- d. **Oakland O & M Dredging** – **The turning basin and inner harbor are being dredged.**
- e. **Suisun Bay Channel** – **Suisun Bay Channel, Bullshead and New York Slough have been dredged. The channels have been surveyed for high spots. The project should be completely finished within the month and a new survey should be ready for posting by the end of this month. New surveys have been posted for Bullshead (see Hydrographic Survey Update).**
- f. **Pinole Shoal** There was a meeting at the Corps office on September 27 to discuss issues regarding dredging at Pinole Shoals. The refinery representatives are going to write to letter through the project sponsor (Roberta Goulart) requesting advanced maintenance of Pinole Shoal. One representative is also requesting that this project be an annual #1 priority for the Corps and that is somehow be part of the President's budget. Captain Bayer is arranging for a ship ride for ACOE staff, He has sent vessel schedule to Col Kiley for review. The Corps will provide Captain Bayer with post dredge surveys for North Ship channel and San Pablo Bay/Pinole Shoal back to 1995 to determine if 35' has ever been achieved and when. **Nothing to report.**

- g. **Redwood City/San Bruno Shoal** – Because of endangered species issues, dredging is being delayed until June 2008, with completion in August 2008.

2. DEBRIS REMOVAL

Debris total for the Grizzly for October 2007 was 16.5 tons. The Raccoon is still in the shipyard.

	Grizzly	Raccoon		Total					
Oct.	12.00	10.00	3	25					
Nov.									
Dec.				101					
Jan. 2007	39.50	62.00		102					
Feb.	16.00	60.00		76					
March	12.00	24.00		36					
April	49.00	17.00		66					
May	13.00	0.00		13					
June	5.25	0.00		5					
July	4.00	0.00		4					
August									
September	12.50	0.00		13					
October	16.50	0.00		17					
Totals	179.75	173.00	3.00	458					

3. UNDERWAY OR UPCOMING HARBOR IMPROVEMENTS

Oakland 50-ft Deepening Project - Deepening of Oakland’s Outer Harbor began on March 16, 2007. Completion targeted for February 2008. **No change.**

4. EMERGENCY (URGENT & COMPELLING) DREDGING

There has been no emergency dredging in FY 2007.

5. OTHER WORK

a. **San Francisco Bay to Stockton** The Corps did receive some money (\$200,000) for this project, so some work can be done, but not very much. The Corps will be creating a hydrodynamic model later this year. This model will set the boundaries for ship simulations that will be done in the next fiscal year – assuming that funds are available. **No change.**

b. Sacramento River Deep Water Ship Channel Deepening No funding was received in the CRA; however, the project is still in the Corps 2008 budget. **No change.**

6. HYDROGRAPHIC SURVEY UPDATE

Address of Corps' web site for completed hydrographic surveys. **New surveys.**

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

Main Ship Channel – Survey was completed in July 2007 and has been posted.

Pinole Shoals – Surveys completed in July 2007 have been posted.

Suisun Bay Channel – **Survey dated October 27, 2007 has been posted.**

Suisun Bay Channel Bullshead – **Post-dredge survey dated October 23, 2007 has been posted.**

Redwood City – Surveys completed in April 2007 have been posted.

San Bruno Shoal – completed November, 2006. Not yet posted.

Oakland Inner – Surveys completed in August 2007 have been posted.

Oakland Outer Harbor – **Post-dredge survey dated September 22, 2007 has been posted.**

Southampton Shoal and Richmond Long Wharf – Surveys completed in July 2007 have been posted.

Richmond Inner and Outer Harbors: Surveys conducted from May to July 2007 have been posted.



CALIFORNIA STATE LANDS COMMISSION

HARBOR SAFETY COMMITTEE MONTHLY REPORT - OCTOBER COMPARISON

VESSEL TRANSFERS

	Total Transfers	Total Vessel Monitors	Total Transfer Percentage
October 1 - 31, 2006	313	168	53.67
October 1 - 31, 2007	275	162	58.91

CRUDE OIL / PRODUCT TOTALS

	Crude Oil (D)	Crude Oil (L)	Overall Product (D)	Overall Product (L)	GRAND TOTAL
October 1 - 31, 2006	15,782,000	75,000	22,260,226	13,925,778	36,186,004
October 1 - 31, 2007	11,092,900	41,000	19,933,024	11,761,497	31,694,521

OIL SPILL TOTAL

	Terminal	Vessel	Facility	Total	Gallons Spilled
October 1 - 31, 2006	1	1	0	2	2 - Other
October 1 - 31, 2007	0	1	0	1	1 - Diesel

*** Disclaimer:

Please understand that the data is provided to the California State Lands Commission from a variety of sources; the Commission cannot guarantee the validity of the data provided to it.

Memorandum

Date: November 8, 2007

To: Harbor Safety Committee, San Francisco Bay Region

From: Len Cardoza

Subject: Water Transit Authority Technical Advisory Committee Report

Updates (in bold text).

1. The address for WTA is: Pier 9, Suite 111, The Embarcadero, San Francisco, CA 94111. POC: Lauren Duran at 415-291-3377 or by e-mail at duran@watertransit.org. WTA newsletters are available for download at: <http://www.watertransit.org/newsletters>

2. Berkeley/Albany. The draft EIR/S is scheduled to be released for public review in 2007. The public hearing will be scheduled in early 2008.

4. There is no TAC meeting scheduled in the near future. Karen Shelver, WTA, will inform us if WTA is going to plan one anytime soon.

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 for the WTA, Chapter 1011 of the Statutes of 1999, requires the formation of the Technical Advisory Committee (TAC). The roles of the TAC include the following:

- 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 will be prepared in the development of the Implementation and Operations Plan.
- Review the findings and the recommendations for consistency to promote inter-agency cooperation and integration with ongoing planning efforts.



DEPARTMENT OF FISH AND GAME

http://www.dfg.ca.gov
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Sacramento, California 94244
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October 22, 2007

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

Subject: Harbor Safety Committee Vacancies

The Office of Spill Prevention and Response (OSPR) is announcing openings on the Harbor Safety Committee for members representing the following Organizations:

- Port Authority Representative for Port of San Francisco
- Representative of a recognized nonprofit environmental organization that has as a purpose the protection of marine resources

Qualified persons representing the above organizations located in the San Francisco Bay Area are encouraged to apply. Applications for the positions must be post marked no later than December 5, 2007. OSPR intends to appoint the new members on December 9, 2007.

For the electronic version of the application, visit the OSPR website at http://www.dfg.ca.gov/ospr/reg_com/forms/msb/hs/appform.pdf Applicants must complete this form and attach a current resume which indicates their qualifications. Additionally, provide a copy of your U.S. Coast Guard Merchant Marine Deck Officer=s License, if using such a license to qualify. Mail application materials to:

Mr. Gary Toledo
Office of Spill Prevention and Response
P.O. Box 944209
Sacramento, California 95814-2090

Questions regarding the position, requirements or the application process may be directed to Mr. Gary Toledo at the above mailing address, e-mail address gtoledo@ospr.dfg.ca.gov , or telephone number (916) 324-6450. We look forward to hearing from qualified applicants.