



of the San Francisco Bay Region

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

MINUTES

HARBOR SAFETY COMMITTEE OF THE SF BAY REGION

Thursday, December 13, 2001

Port of Oakland, Oakland, CA

Capt. J. Grant Stewart of American Ship Management, Chair, called the public meeting to order at 10:20 and welcomed those in attendance. The secretariat confirmed the presence of a quorum. The following committee members or alternates were in attendance. **Len Cardoza**, Port of Oakland; **John Davey**, Port of San Francisco; **Tom Wilson**, Port of Richmond, **Brian Dorsch**, ChevronTexaco; **Michael Beatie**, Golden Gate Bridge District, Ferry Division; **Larry Teague**, San Francisco Bar Pilots, **Margaret Reasoner**, Crowley Maritime; **Marina Secchitano**, Inlandboatmen's Union; **Margot Brown**, National Boating Federation; **Fred Henning**, BayDelta Marine; **Nick Salcedo**, BCDC; **Stu McRobbie**, SeaRiver Maritime; **Don Waters**, CSX Lines and **Kathryn Zagaebski**, Marine Mammal Center. Also present were U.S. Coast Guard Representatives, **Capt. Larry Hereth**; **Cmdr. John Caplis** (MSO); **Lt. Cmdr. David Kranking** (VTS); U.S. Army Corps of Engineers representative **David Dwinell**; O.S.P.R. Representative **Al Storm** and Marine Exchange/Clearinghouse Representative, **Lynn Korwatch**. In addition, more than Twenty-five representatives of the interested public were present.

Approval of minutes from the November 8th 2001 meeting was deferred to January of 2002, as most persons did not receive copy via e-mail.

COAST GUARD COTP'S REPORT, Captain Larry Hereth. A written report of port operations statistics for pollution response and investigations and significant port safety events for the period November 1, 2001 through November 30, 2001 will be made part of these minutes.

J. Caplis. COTP orders numbered four during November. There was one Coastal Casualty and no spill casualties. There was one collision and no significant groundings (except for two fishing vessels.)

Significant events include the (1) T/V ACOAXET which came into port on the 7th and was given a COTP for propulsion problems due to a faulty main air compressor. (2) On the 15th, at the Richmond Inner Harbor, a collision occurred between the M/V SOUTHERN BELLE and the M/V MANUKAI. The investigation has yet to conclude, but it appears to be minor damage due to human error. (3) On the 16th, the GAZ DIAMOND was bound for the Port of Stockton under the provisions of a COTP order because she was carrying hazardous cargo, when she was temporarily redirected to Anchorage 9 to repair an inoperative radar. (4) On the 24th, the Union Pacific Rail Road

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Bridge had a hydraulic lock problem. As a result, the M/V PACIFIC ROYAL had to change its plans and go to anchorage 9 for the night. The railroad bridge was non-operational for six hours. (5) Also on the 24th, oil soaked birds began washing up on the coast; this has been an ongoing problem since then. Of the 400 birds we've counted, 100 are alive at this time. (6) Again on the 24th, a COTP Order was issued to the M/V MARION SUN requiring that a tug stand alongside while the propulsion plant was down due to a faulty fuel pump. (7) On the 25th, the M/V HANJIN WASHINGTON received a COTP Order for not complying with the 96-hour advance arrival notification requirement.

The report was turned over to **CDR David Kranking**, the Coast Guard will do a P.A.W.S.S. Survey (Ports and Waterways Safety System) to facilitate the replacement of the equipment in the VTS operations center.

VTS San Francisco is scheduled to be the first VTS to transition to the new equipment and this will probably occur in 2003. The contractor determined that opportunity exists to expand our monitoring capabilities (radio sites, cameras and radars). Lockheed/Martin is going to prepare a cost report that will consider the installation of a camera in the vicinity of the Golden Gate Bridge, a radar site at Point Reyes to monitor the off shore area to the north and the west, additional camera sites at the Oakland Estuary, Ports of Richmond, Sacramento and Stockton and Suisun Bay. Be advised that inspectors may have asked various companies if they could use a portion of your dock for a camera location (i.e. Web cam), especially if you're installing the camera as part of your own security system. This report will be out in a couple of months, and installation should occur in about a year and a half.

Work groups partnered with terminal operators to talk about which security standards should apply to all the terminals on the waterfront.

Yesterday, there was an incident when the T/V SEA RIVER PUGET SOUND was approached by vessels moving at a high rate of speed. It caused concern amongst the pilot and Sea Marshall on board the tanker. In actuality, the boats were filming an advertisement, but the Coast Guard found this out only after deploying a helicopter and patrol boats. At this time of heightened security concerns, it is important to inform small craft to stay away from large vessels. The Coast Guard is trying to pursue any Rule 9 violations.

Comment: Latitude 38 could be a good forum, for putting out security related information like this.

Comment: Because cruise ships often have photo shoots, it is a good idea to contact the Coast Guard in advance this helps to ensure that nobody over reacts to that kind of scenario.



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CLEARINGHOUSE REPORT, A. Steinbrugge. (1) A written report with statistics for the month of November 2001 will be made a part of these minutes. There were 6 calls to OSPR during the month. There was one instance of the arrival of a vessel with out paper work.

L. Teague It's not just a case of not having the right paperwork, but often that the Captain is not aware of escort requirements.

L. Korwatch If there appears to be a trend with that a particular shipping line or agent not complying with requirements then we'll certainly advise them on the need for compliance.

OSPR REPORT, A. Storm

On November 24th the first oil soaked birds washed ashore off San Mateo County. The Coast Guard and Dept. of Fish and Game responded immediately. The Oil Wildlife Care Network (OWCN) and the International Bird Rescue and Research Center began picking up birds and bringing them back for rehabilitation. The initial daily counts were about 10 to 25 birds, some alive and some dead. Apparently, 400 birds have been picked up altogether; 125 were dead and 275 were alive. These numbers present a more favorable scenario than the data presented by the Coast Guard.

The spill is still considered a mystery spill. Samples have been taken from the bird's feathers and also from the slick itself. The 8-mile long slick appeared off the coast between Point Reyes and Half Moon Bay and disappeared the next day. Preliminary indications are that this may be bunker fuel and not a cargo leak. So far we have released 25 rehabilitated birds. World Wildlife Care Network is short on volunteers. Information can be accessed through the DFG web site at www.dfg.ca.gov which links to the OSPR website

NOAA REPORT, M. Gallagher.

In April a new edition of Chart 18650 covering Central San Francisco Bay will be available. If there's anything that you would like to see get on that chart then please call (415) 556-0858. There is a brand new chart (number 18666) covering Suisun Bay to the New York Slough which was designed to fill the need for a large scale chart for use while going up to Stockton.

COE REPORT, D. Dwinell. The text of the COE Report is made a part of these minutes.

Question: Is there anything that members of this committee can do to help spur along the development of the Avon Turning Basin? **D. Dwinell** It would be invaluable to contact the users in Contra Costa County to develop cost sharing agreement. Another hold up is the take over of Ultramar by Valero, which is supposed to conclude on 31 December.



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NAVIGATION WORK GROUP, L.Teague. Nothing to report.

UNDERWATER ROCKS WORK GROUP, Len Cardoza. The work group met on December 11th in Hercules. The COE's continuing feasibility study was the primary focus of the meeting. The Risk Model is underway to determine probability and actual risk of a grounding and associated risks. The Benthic Survey is complete and on the Port website. The Oil Spill model is undergoing its final runs and will be completed in January. Instead of doing a new geotechnical analysis, the COE is going to do a literature search so as to determine what needs to be done during the preliminary engineering and design phase. The Marine Geophysical investigation is completed and on the website. The Cultural Resource survey is completed and on the website. The archeological report on the bay rocks will be of special interest to history buffs. The status of EIS/EIR is 50 percent complete, however, the administrative draft are completed. The COE, the local sponsor and the State are going through a quality control review of that document. Once that has happened it will go out to various agencies and the group. Generally the project is on budget and on schedule with final completion date for the feasibility study set for April of '03.

The next meeting is on January 8th in Hercules at 1000 hours.

FERRY OPERATIONS WORK GROUP, Mic Beatie. We'll have a meeting on January 23rd at State Lands building to finalize the slow down sign we've been working on. At last months meeting we discussed an Anthrax scare on a ferryboat which turned out to be coffee creamer. **T. Wilson** suggested contacting the Mayo Clinic as there is a New Rapid Anthrax Test which gives results in less than one hour for both human and environmental samples. This test will give laboratories a rapid yes or no answer to questions about anthrax exposure. This is significant because our last event tied up the ferry for 36 hours until we could get the proper testing done by the State of California.

HUMAN FACTORS WORK GROUP, D. Waters. Will be scheduling a work group meeting in January, to put the final touches on the pamphlet "Update on propulsion and steering prevention failure." We're still waiting for some input from the Coast Guard, but we should have the final product at the February meeting.

PREVENTION THROUGH PEOPLE WORK GROUP, M. Brown. The "Where the heck is Collinsville?" pamphlet is essentially complete; it should be ready in early January. The Channel 16 brochure has been printed. 30,000 copies were produced by the Department of Boating and Waterways. The problem is that removable sticker is upside down on some of the copies and also the sticker information is not redundant so that when the sticker is removed, you lose its information from the brochure. It is vital to

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retain the information below the sticker, so new ones will be ready in about the next two months.

A Video on the Port of South Carolina entitled “Big Ships, Small Vessels” was shown to the committee. The film is excellent but the VHF stations monitored in this region are different than on the Eastern Seaboard. Margo has a copy of the video.

TUG ESCORT WORK GROUP, G. Stewart. A copy of Captain Waugh’s Report of the ACOZKET incident in October has been passed around. This is valuable information; what should we do with this kind of report? **J. Lundstrom** has been asked to work with the tug escort work group on this issue. The next Tug Escort meeting will be 1000 hours on January 15th, Hercules. Note that all of the meetings we’ve mentioned are on the web site.

PORTS REPORT, A. Steinbrugge. November had 134 calls to the voice system, whereas October had 143. The web site had 34,300 hits in November and 61,000 hits in October (Possibly due to the events of 9/11.) The Richmond water level meter was down for a week but it’s back up now. The Oakland wind sensor is having difficulty at this time. The Benicia current meter will be reinstalled in about two months, both the side looking and the bottom looking meter. The Oakland current meter is still down.

L. Korwatch We were fortunate to get grant for \$35,000 from Boating and Waterways. Which will allow us to move forward the replacement of the Benicia sensor as well as the Oakland sensor.

OLD BUSINESS. A. Steinbrugge Next week the committee will receive the minutes from the November meeting. Be advised that minutes are also on the web site at info@sfmtx.org The Harbor Safety Plan is also on the web site and the Exchange will be sending a hard copy to each member and alternate. Anyone can have a hard copy mailed to them if they request a copy.

NEW BUSINESS, M. Brown. The NAVSAC met in San Diego to discuss the Pacific States/British Columbia Oil Spill Task Force and Risk Management. The primary topic was maritime security challenges encountered by Federal Traffic Management. Small boat operators should continue to report unusual or suspicious sightings. Barge lighting was another area of significant discussion. The NAVSAC recommended to the Coast Guard that the tug display light configuration be revised to more effectively alert small craft of barge location. At our next meeting, we will discuss radar reflectors on every small vessel.

Comment: L. Cardoza Practical Sailor Magazine may have done a recent article on radar reflectors

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K. Zagaebski: It is important to get scientific information on a dead whale before it is towed out. This can be facilitated by calling the Federal Agency is National Marine Fishery Service, whereas the local non-governmental agency is the Marine Mammal Center at our 24 hour hotline 415-289-7325.

The next meeting of the HSC will be held at 1000 hours at the Port of Richmond on Thursday January 10th, 2002.

Adjournment

Respectfully submitted,



Captain Lynn Korwatch
Executive Secretary

San Francisco Bay Clearinghouse Report For November 2001

San Francisco Bay Region Totals

			2000
Tanker arrivals to San Francisco Bay	71		56
Tank ship movements & escorted barge movements	302		293
Tank ship movements	216	71.52%	196
Escorted tank ship movements	97	32.12%	83
Unescorted tank ship movements	119	39.40%	113
Tank barge movements	86	28.48%	97
Escorted tank barge movements	47	15.56%	52
Unescorted tank barge movements	39	12.91%	45
Percentages above are percent of total tank ship movements & escorted barge movements for each item.			
Escorts reported to OSPR	0		1

Movements by Zone	Zone 1	%	Zone 2	%	Zone 4	%	Zone 6	%	Total	%
Total movements	185		290		0		156		631	
Unescorted movements	99	53.51%	152	52.41%	0	0.00%	79	50.64%	330	52.30%
Tank ships	76	41.08%	118	40.69%	0	0.00%	53	33.97%	247	39.14%
Tank barges	23	12.43%	34	11.72%	0	0.00%	26	16.67%	83	13.15%
Escorted movements	86	46.49%	138	47.59%	0	0.00%	77	49.36%	301	47.70%
Tank ships	58	31.35%	92	31.72%	0	0.00%	47	30.13%	197	31.22%
Tank barges	28	15.14%	46	15.86%	0	0.00%	30	19.23%	104	16.48%

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 2001

San Francisco Bay Region Totals

			<u>2000</u>
Tanker arrivals to San Francisco Bay	729		656
Tank ship movements & escorted barge movements	3,542		3,140
Tank ship movements	2,389	67.45%	2,245
Escorted tank ship movements	1,106	31.23%	1,020
Unescorted tank ship movements	1,283	36.22%	1,225
Tank barge movements	1,153	32.55%	895
Escorted tank barge movements	617	17.42%	463
Unescorted tank barge movements	536	15.13%	432
Percentages above are percent of total tank ship movements & escorted barge movements for each item.			
Escorts reported to OSPR	6		5

<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	2,042		3,341		1		1,670		7,054	
Unescorted movements	1,029	50.39%	1,712	51.24%	1	100.00%	852	51.02%	3,594	50.95%
Tank ships	795	38.93%	1,250	37.41%	1	100.00%	553	33.11%	2,599	36.84%
Tank barges	234	11.46%	462	13.83%	0	0.00%	299	17.90%	995	14.11%
Escorted movements	1,013	49.61%	1,629	48.76%	0	0.00%	818	48.98%	3,460	49.05%
Tank ships	684	33.50%	1,062	31.79%	0	0.00%	485	29.04%	2,231	31.63%
Tank barges	329	16.11%	567	16.97%	0	0.00%	333	19.94%	1,229	17.42%

Notes:

- Information is only noted for zones where escorts are required.
- All percentages are percent of total movements for the zone.
- Every movement is counted in each zone transited during the movement.
- 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**

12/13/01

1. CORPS 2001 O&M DREDGING PROGRAM – Complete except for the following projects which are under way, but remain to be completed.

- a. *Oakland (Inner & Outer)* – Ocean Disposal - Post Dredge Survey has been completed. Project complete except for any cleanup required.
- b. *San Leandro Marina* – Upland Disposal - Dredging complete except for any cleanup.
- c. *Larkspur Ferry Channel* – Disposal at Alcatraz. Dredging complete for this year. Post dredge survey is complete. Project was shut down November 30 due to the environmental windows. Left approximately 100,000 cubic yards in the turning basin. Plan to continue this project in 2002 when the environmental windows reopen.
- d. *Redwood City Harbor* – Disposal at Alcatraz. Post dredge survey complete. Dredging complete except for any required cleanup.

2. CORPS 2002 O&M DREDGING PROGRAM

- a. *Main Ship Channel* – March – April 2002 timeframe – Corps dredge Essayons scheduled to perform this work.
- b. *Richmond Outer and Southampton* - March – April 2002 timeframe – Corps dredge Essayons scheduled to perform this work.
- c. *Richmond Inner* – May – June 2002 time frame.
- d. *Oakland (Inner & Outer)* – June – July 2002 timeframe.
- e. *Suisun Bay Channel* - June – July 2002 timeframe.
- f. **San Rafael** – This is a congressional addition to the Corps budget.
- g. **Petaluma** – This is a congressional addition to the Corps budget.

- h. Larkspur** - Carry over from last year.

3. DEBRIS REMOVAL

The total tonnage of debris collected on the San Francisco Bay for November was approximately 180 tons. This is up from the 29 tons for October. The increase is due to having both boats back on line and the storms that bring more debris down the rivers and off the shore.

4. UNDERWAY OR UPCOMING HARBOR IMPROVEMENTS

- a. Oakland 50-ft** – Construction is underway. Corps has awarded the first Construction contract for first demolition and the contractor has started work. Corps has scheduled bid opening for second contract for 23 January 2002. The second contract will cover the Inner Harbor Turning Basin Phase I A-2. The Corps has received approximately 8.4 million dollars for the project this year.

- b. S.F. Rock Removal Feasibility Study** -

Benthic Survey has been completed. Corps has initiated EIS/R process. The 50% Admin Draft of the EIS/R has been completed and is being reviewed by the Corps. When the review is completed and the revisions made, the Corps will provide to the other Agencies.

Risk Assessment methodology (Position Paper) has been approved by Corps Headquarters on 24 April 01. We have finished the Scope of Work and we are still trying to contact for Risk Model and to start collecting data to support potential damage assessments.

- c. Avon Turning Basin.**

Status unchanged.

Congress added \$250,000 this FY to prepare a General Reevaluation Report (GRR) and evaluate the feasibility of constructing a Turning Basin at Avon. This Basin is part of the un-constructed Phase III, John F. Baldwin Ship Channel project. To initiate this study the COE has prepared a Study Plan and has submitted a draft 50/50 cost sharing agreement to Contra Costa County, for their consideration. Contra Costa County is negotiating with the users of the two terminals at Avon (Ultramar Diamond Shamrock and Shore Terminals) to obtain funds for their portion of the cost sharing. There appears to be a problem with getting a cost sharing agreement for this project since it has been

under consideration for some time. The Corps will continue to work with Contra Costa County on this issue.

5. EMERGENCY DREDGING

None this year.

However, we continue to monitor the problem area in the Suisun Channel that has required emergency dredging in the past. We just completed a hydrographic survey that showed this area to be ok. The information has been provided to the pilots.

6. CORPS' BUDGET

Corps has received the funds for projects scheduled this year. We are in the process of assessing the adequacy of the funds for completing our projects. The Corps budget contains congressional additions for San Rafael and Petaluma maintenance dredging.

7. OTHER WORK

The San Francisco District and the Sacramento District are looking at a joint feasibility study to deepen the JFB Ship Channel from Avon to Stockton. This would be only 1 or 2 feet. Reconnaissance Study was performed a couple of years ago. Division has given ok to proceed with study. Details of the study still need to be worked out.

The San Francisco District of the Corps needs a cost-sharing partner for this project. There is a meeting scheduled next week with Contra Costa County to see how this cost sharing might be funded.

Captain Gregg Waugh

Maritime Pilot
3906 Meadowview Lane
Penngrove, California 94951
707-795-1100
e-mail: waughmarine@launchnet.com

30 October 2001

Captain Grant Stewart
Chairman
Harbor Safety Committee of the SF Bay Region
C/o Marine Exchange
Fort Mason, Bldg. B #325
San Francisco, CA 94123

Dear Captain Stewart,

Enclosed is a copy of my report to the State Board of Pilot Commissioners regarding a piloting incident on 26 October 2001.

I forward this in the interest of providing a lessons learned in the use and effectiveness of escort tugs and to emphasize the importance of training pilots in their application.

Yours truly,



Capt. Gregg Waugh
San Francisco Bar Pilot

Captain Gregg Waugh**Maritime Pilot**

3906 Meadowview Lane
 Penngrove, California 94951
 Phone 707-795-1100 Fax 707-793-4934
 e-mail: waughmarine@launchnet.com

**Report of Incident
 Main Engine Failure
 M/T ACOAXET**

26 October 2001, 1540 hours

Vessel Information:

M/T ACOAXET / C6FA2, NASSAU, BAHAMAS
 Captain A. R. Sawardekar, Commanding
 MOTOR SHIP 8500 bhp
 LOA 588 ft BEAM 100 ft
 GROSS TONS 23709 = NET TONS 8517 = DEADWEIGHT TONS 35608
 DRAFT FWD 34-02 AFT 35-04
 DISPLACEMENT TONS THIS DATE 42127
 CARGO = Fuel oil and diesel for Rosarito, Mexico

Pilot Information:

Last duty period	25/1230-26/1930	5.0 hours
Off duty period	25/1930-26/1200	16.5 hours
This duty period	26/1200-26/1540	6.5 hours

Meteorological Conditions:

Visibility 4 miles in haze
 Wind Westerly 10 to 15 knots
 Tide at Low Water 1.9 feet
 Current Ebb 1.0 knots

Chronology of events:

1200 Reported to Pilot Office for assignment
 1255 Boarded tug ANDREW FOSS for transport to ACOAXET in anchorage nine accompanied by Sea Marshall Team 11
 1335 Boarded ACOAXET. Crowley 450 barge still alongside. Waited for ANDREW FOSS to assist tug MARS with barge from alongside
 1352 Checked in with clearing house for escorted transit
 1410 Checked in with USCG VTS for pre-sail notification
 1425 Made ANDREW FOSS fast in center chock aft for escort and commenced heaving port anchor
 1436 Anchor aweigh
 1504 Passed under Bay Bridge span D&E

- 1520 Left North Bay Buoy #1 to port
- 1530 Left Harding Rock Buoy to port and steadied on course 230T for Golden Gate
- 1540 Master informed me of loss of power of main engine and put telegraph to stop. I immediately alerted escort tug, notified VTS of situation and to please get any tugs to respond. Ordered master to have crew forward and ready both anchors for letting go. Put out Security Broadcast on VHF 13 to inbound vessels. Sea Marshall's on high alert. Position Of vessel was .72 miles east of Golden Gate Bridge. Speed 9.1 knots water track, 10.1 GPS, and Course 230 T
- 1540 Put out call on VHF 13 for any tugs in central bay to respond at once on VHF channel 19A. Answered by DELTA DEANNA and BRYNN FOSS and directed them to proceed to our position
- 1540-1551 Rudder effect negligible. Controlling vessel using escort tug ANDREW FOSS. Way still on vessel and proceeding with ebb current through Golden Gate under complete control.
- 1551 Vessels main engine returned to service. VTS notified VTS advised vessel not cleared by USCG MSO to proceed to sea and to return to anchorage. I advised that to turn under bridge was not safe and would proceed to area between Point Diablo and Point Bonita to have enough sea room to maneuver
- 1555 Passed under Golden Gate Bridge outbound
- 1558 Directed by VTS to call USCG MSO on cell phone. MSO CDO queried situation. I advised that main engine was restored to service and that, per Master, Chief Engineer was confident that the vessel could safely proceed to sea. MSO CDO said continue on course and they would advise
- 1605 Tug DELTA DEANNA running off starboard beam in attendance
- 1609 MSO CDO advised via cell phone that vessel was cleared to sea with proviso that three tugs would escort vessel till clear of Bar Channel buoys 1 and 2. Weather favorable and ANDREW FOSS remaining tethered till pilot station
- 1649 Cleared Bar Channel 1 & 2
- 1652 Released BRYNN FOSS from escort
- 1700 Released DELTA DEANNA and ANDREW FOSS from escort. Notified Clearing House and VTS.
- 1703 Pilot and Sea Marshall's disembarked to Pilot Boat CALIFORNIA

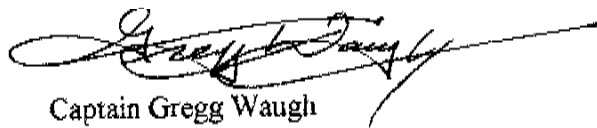
Response by the Coast Guard and tugboats was exemplary. Effectiveness of tethered escort tug was absolutely critical in maintaining complete control of vessel in this situation. Initially the vessel commenced a turn to port with 40 degrees of starboard rudder on. This was arrested by working the escort tug indirect to port, full power. This maneuver and subsequent moves to starboard and port also reduced the speed of the vessel and brought her under complete control.

I would comment that experience and the training that the pilots have received in the use of tractor tugs in escort, both at Port Revel and Marine Safety in San Diego, were invaluable. I was familiar with the resource that was available and used it effectively without hesitation. Had the escort tug not been tethered, the time it would have taken to make it up may have allowed the vessel to continue the initial veer to port putting it in close proximity to the South tower of the

Golden Gate Bridge. The weather was a factor in that it allowed keeping the tug tethered all the way to the pilot station at sea

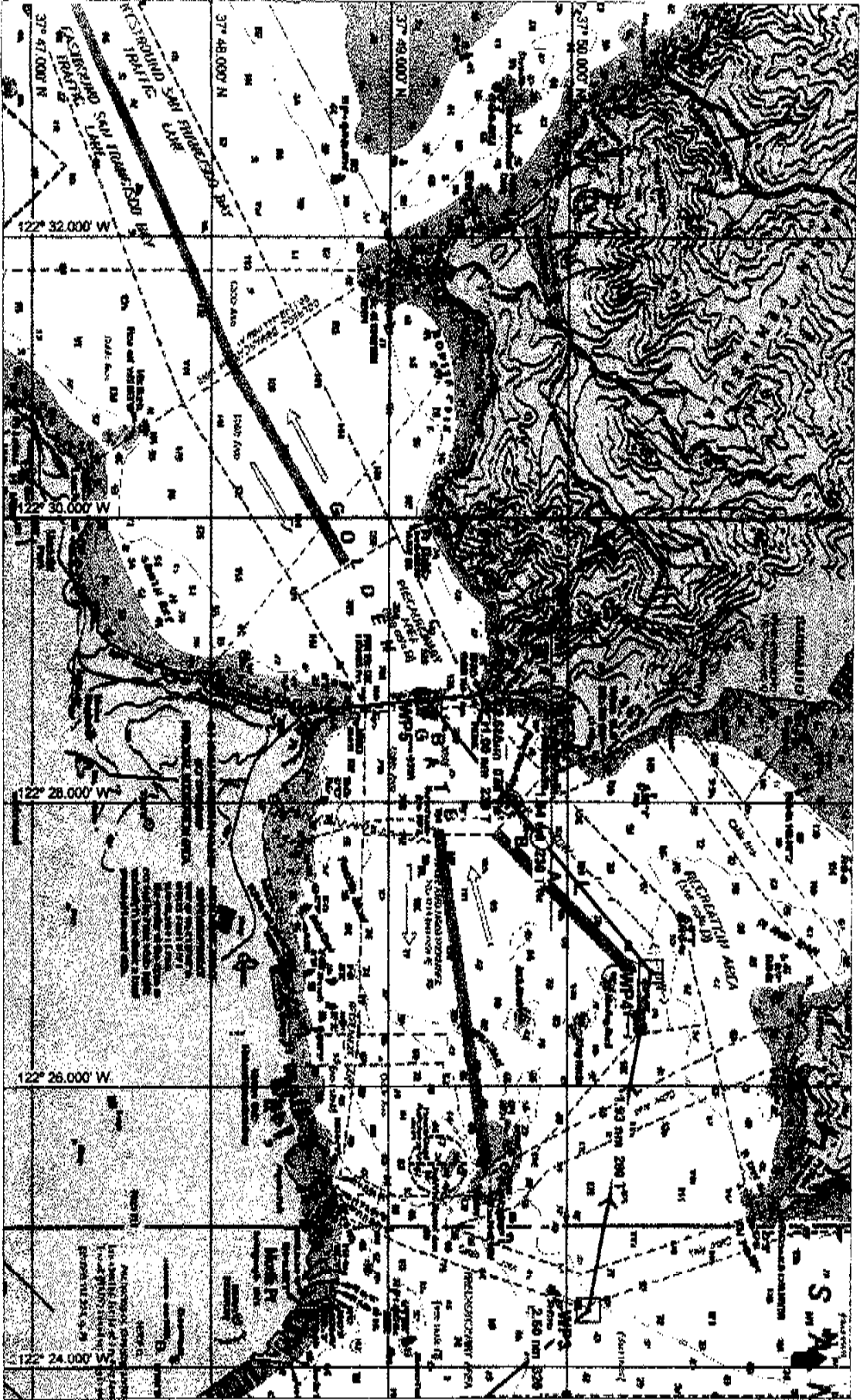
Also of value, was having the Coast Guard Sea Marshall's on board. Considering recent events and concerns, their presence allowed my complete attention to be given to the safe transit of the vessel and I did not have to concern myself with other distractions that may have occurred.

Respectfully submitted,

A handwritten signature in black ink, appearing to read "Gregg Waugh", with a long horizontal flourish extending to the right.

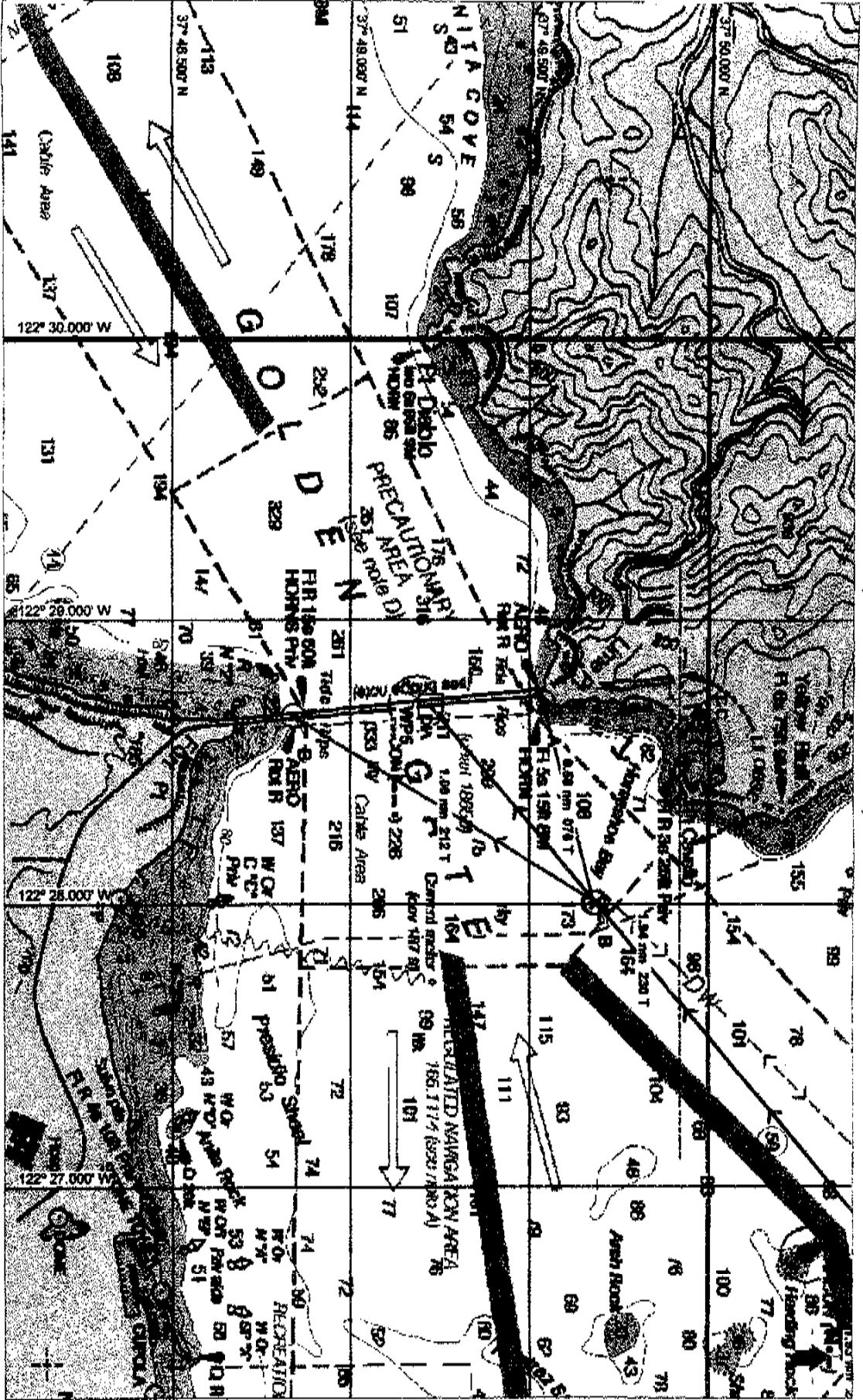
Captain Gregg Waugh
San Francisco Bar Pilot

SAN FRANCISCO ENTRANCE
Chart 18849, 1 (BSB Electronic Charts) Depth Units FEET Datum: NAD83 (North American Datum 1983)



0.00 0.50 1.00 1.50
Nautical Miles

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Currents: Golden Gate Bridge, 0.8 mile east of

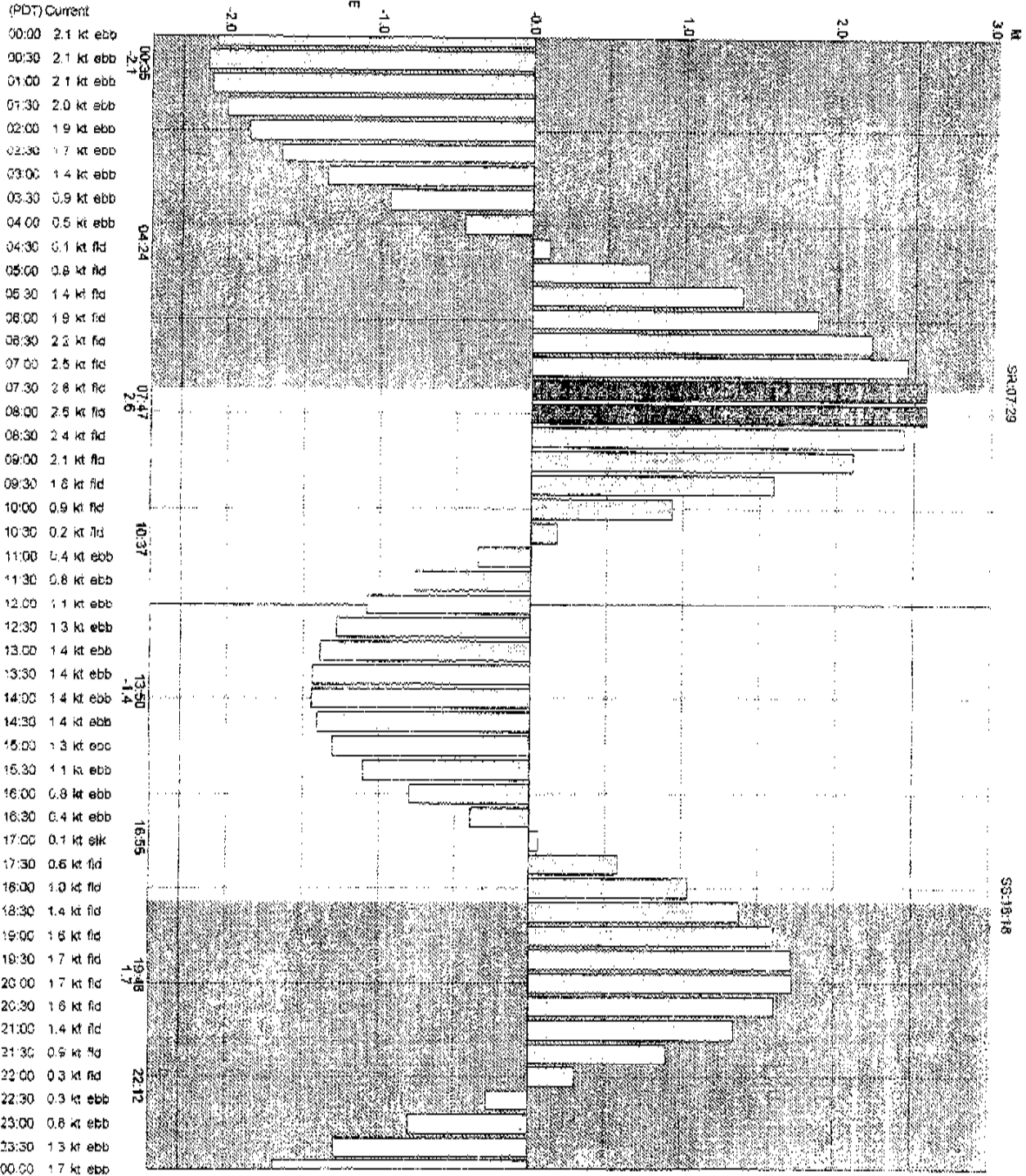
based on San Francisco Bay Ent. (S of Pt. Diablo), Calif. (NOAA)
37° 48.30 N 122° 27.70 W

Friday, October 26, 2001

Average Currents	
Min Before Flood:	2.5 kt 70°
Avg Max Flood:	2.5 kt 70°
Min Before Ebb:	2.3 kt 256°
Avg Max Ebb:	2.3 kt 256°

Slack	Max Flood & Ebb
00:35	2.1 kt 256° ebb
04:24	07:47 2.6 kt 70° fld
10:37	13:50 1.4 kt 256° ebb
16:55	19:48 1.7 kt 70° fld
22:12	

Moonset: 02:03
Moonrise: 16:07



Tides: SAN FRANCISCO (Golden Gate)

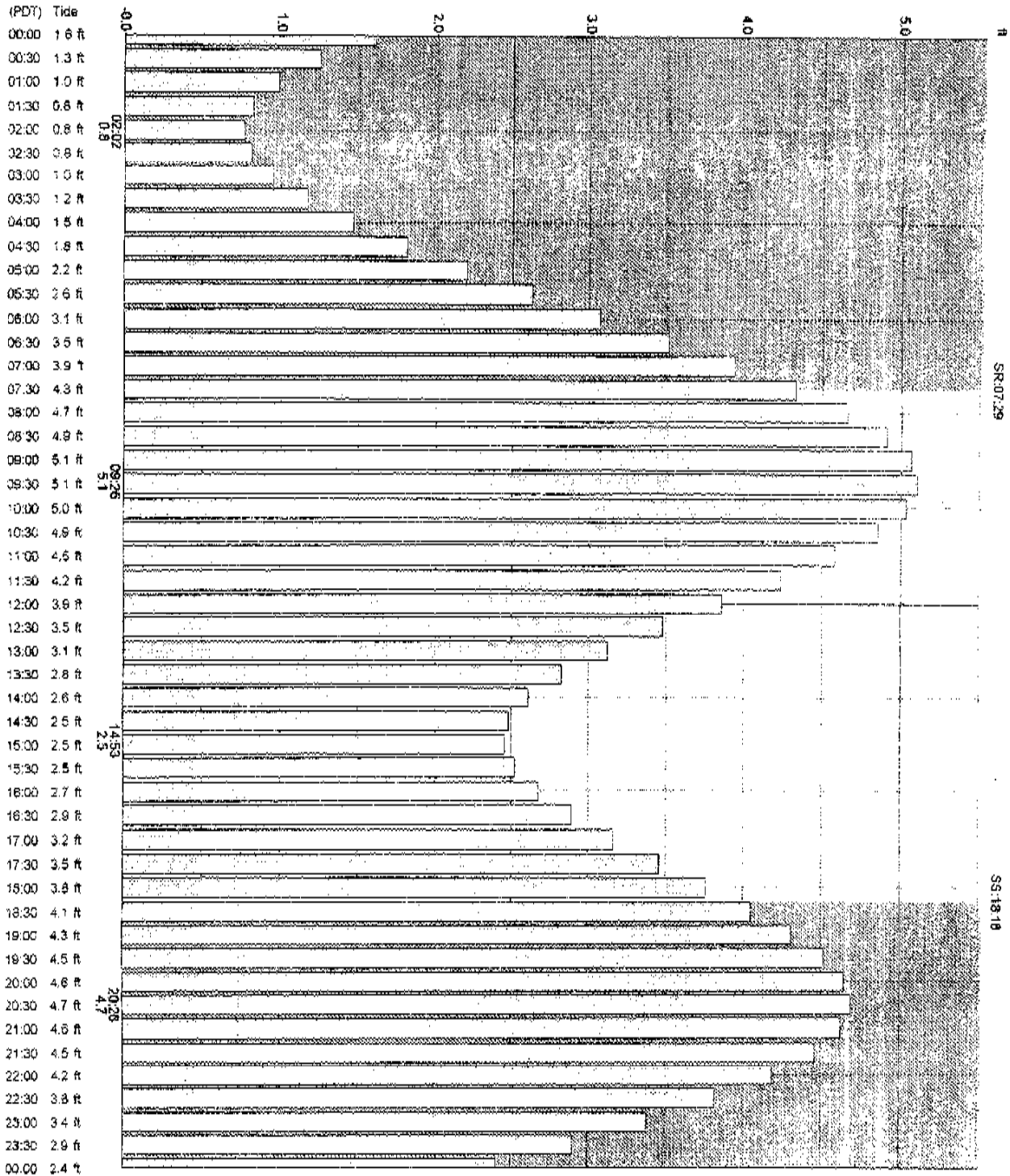
Harmonic station (NOAA)
37° 48 N 122° 28 W

Friday, October 26, 2001

Average Tides
Mean Range: 4.1 ft
MHHW: 5.8 ft
Mean Tide: 3.2 ft

Daily Highs & Lows
02:02 0.8 ft Low
09:26 5.1 ft High
14:53 2.5 ft Low
20:28 4.7 ft High

Moonset: 02:03
Moonrise: 16:07



Memorandum

Date: December 11, 2001

To: Harbor Safety Committee, San Francisco Bay Region

From: Len Cardoza

Subject: Underwater Rocks Work Group Report

Summary: The Underwater Rocks Work Group held a meeting on December 11, 2001 at the California State Lands Commission offices, Hercules, CA. The central theme for the meeting was the status of the Corps of Engineers (CoE) Feasibility Study (FS) for the project. Attendees for the Rocks Work Group included representatives from the Corps of Engineers (CoE), FS consultant team members, California State Lands Commission (CSLC), Port of Oakland, San Francisco Bar Pilots, and Contra Costa County.

Status of Contracts. Attendees discussed the status of contracts required for the FS.

- Risk Model. The Scope of Work has been prepared and a contractor has been identified. The CoE will issue the contract when FY2002 funds are released.
- Benthic Survey. Complete. Final Report is posted on the CoE web site.
- Oil Spill Model. The addition of several wind fields to the stochastic model has extended the run time by 2-4 weeks. Draft report is now due in January 2002. An expanded wind field incorporating wind data from Alameda and Richmond will be used for the full cost analysis runs. NOAA has been consulted on the modeling plan and concurs with the current methodology. The consultant, ASA, is now doing final stochastic model runs.
- Geotechnical Analysis. As previously reported, the COE was not able to come to an agreement with the consultant team on cost and scope of work. The CoE is proceeding with a literature search based on previous geotechnical investigations in the area. This approach will control costs and provide sufficient level of detail for the feasibility study. The information will be used to refine the scope of work for additional geotechnical analysis during the design phase of the project.
- Marine Geophysical Investigation. Complete. The report has been posted on CoE web site.
- Cultural Resource Survey. Complete. The report has been posted on the CoE web site.
- San Francisco District, Corps of Engineers web site. www.spn.usace.army.mil/ Go to publications/studies and look for reports referenced above.

Status of EIS/R. The 50% Administrative Draft EIS/R was submitted to the CoE on 5 December 2001. A meeting is scheduled with the COE and CSL, the local sponsor for the project, on 18 December to go over comments from a review of the document. Once any revisions are incorporated into the document, the Resource / Regulatory agencies (EPA, NMFS, FWS, BCDC, RWQCB, CF&G) will receive a copy of the revised Admin draft for their review, as will the members of the Working Group. Subsequent comments will be incorporated with further development of the document.

Budget/Schedule. The FS generally remains on budget. The schedule reflects a completion date of 4/11/03 due to delays on awarding the contracts identified above.

Meetings. The next Underwater Rocks Work Group meeting is scheduled **January 8, 2002, 1000hr - 1200hr** (CSLC Offices, Hercules, CA). The meeting will focus on the revised EIS/R.

**USCG Marine Safety Office San Francisco Bay
Port Operations Statistics
For 1 to 31 November 2001**

PORT SAFETY:	TOTAL
• SOLAS Interventions/COTP Orders:	4
• Propulsion Casualties	1
• Steering Casualties:	0
• Collisions/Allisions:	1
• Groundings	0
POLLUTION RESPONSE:	MSO
Total oil pollution incidents within San Francisco Bay for the month:	15
▪ Source Identification; Discharges and Potential Discharges from:	
Deep Draft Vessels	0
Facilities (includes all non-vessel)	2
Military/Public Vessels	0
Commercial Fishing Vessels	2
Other Commercial Vessels	0
Non-Commercial Vessels (e.g. pleasure craft)	4
Unknown Source (as of the end of the month)	7
▪ Spill Volume:	
Unconfirmed	10
No Spill, Potential Needing Action	1
Spills < 10 gallons	0
Spills 10 to 100 gallons	4
Spills 100 to 1000 gallons	0
Spills > 1000 gallons	0

Significant Cases:

07 NOV – The T/V ACOAXET was issued a COTP Order to report results of its pre-arrival steering and propulsion tests and have a tug escort. T/V ACOAXET had experienced losses of propulsion during two transits of San Francisco Bay within the past six months. During this port call the T/V ACOAXET experienced propulsion problems due to the number two main air compressor. The compressor was repaired and the COTP Order was rescinded.

15 NOV – A collision occurred between the M/V SOUTHERN BELLE and the moored M/V MAUNAKI in the Richmond Inner Harbor. Only minor damage occurred to each vessel. Apparently the primary cause for the collision was due to human factors. This case is still under investigation.

16 NOV – The T/V GAZ DIAMOND bound for the Port of Stockton, laden with anhydrous ammonia, was issued a COTP Order to proceed directly to the cargo reception facility rather than being allowed to anchor in an available designated anchorage due to the volatility of the vessel's cargo.

24 NOV – The Union Pacific Benicia-Martinez Railroad Bridge could not lift due to a problem with a hydraulic lock. The M/V PACIFIC ROYAL, bulk freighter en route to Stockton, was unable to transit and had to head to Anchorage 9 for the night. Another vessel outbound from a delta port slowed its transit and was able to transit beneath the bridge once the bridge was operational. The bridge was down for approximately six hours.

24 NOV - Multiple instances of oiled birds washed up on shore from North Monterey County to Stinson Beach. To date 395 have been recovered. OSLTF opened to deal with large amounts of birds. No known source to date.

24 NOV – M/V MARION SUN was issued a COTP Order requiring the vessel to have one tug standing by alongside during a period of heavy weather while their propulsion plant was down for maintenance on the fuel pump. The vessel carried out their maintenance and the COTP order was rescinded.

25 NOV – M/V HANJIN WASHINGTON was issued a COTP Order for not providing all information required prior to entry under the new 96-hour notice of arrival requirements. The information was sent in by the vessel's agent in order for the vessel to allowed entry into San Francisco Bay.