

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 SF BAY REGION

Wednesday, December 9, 2004

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

Joan Lundstrom, BCDC, Chair, called the public meeting to order at 10:10 and welcomed those in attendance. The following committee members or alternates were in attendance: **Len Cardoza**, Port of Oakland; **John Davey**, Port of San Francisco; **Margot Brown**, National Boating Federation; **Capt. Gary Fleeger**, Matson Navigation; **Ern Russell**, (alternate for **Rich Smith**), Foss Maritime Company; **Fred Henning**, Baydelta Maritime; **Robert Pinder**, San Francisco Bar Pilots; **Michael Beatie**, Ferry Boat Operator; and **Sue Cauthen**, San Francisco Tomorrow. Also present were U. S. Coast Guard representatives, **Cmdr. Gordon Loebel** and **Cmdr. Danny Le Blanc** (MSO) and **Lt. Cmdr. Ross Sargent** (VTS); U. S. Army Corps of Engineers' representative, **Margaret Chan**; OSPR representative **Al Storm**; State Lands Commission representative **Ken Leverich**; NOAA representative, **Cmdr. Steve Thompson**; **Capt. Lynn Korwatch**, Marine Exchange, and fifteen people from the interested public.

The Secretariat confirmed the presence of a quorum.

CORRECTIONS to minutes of November 10, 2004: **M. Brown**: Page 1, **Rich Smith** is employed by Westar. Page 4, four lines from bottom, ~~notify~~ should be notification. Page 5, line eight, should read "OSPR can look at taking responsibility for handling reports from the wardens and ~~putting it on~~ referring it to the oil spill prevention specialists. Page 6, last line of COE Report should read "**M. Beatie** and **R. Shipway** will draft a letter to the COE regarding the need for continuation of debris removal on the bay." Page 6, second sentence of section on Concurrent Press Release should refer to the allision of the vessel PACIFIC HIGHWAY with the bridge, not ~~collision~~, and in the next sentence, the word principle was misspelled. Page 7, Prevention through People Work Group Report (3), should read "A new supply of *Sharing the Bay*, in VHS and DVD version, is available from **A. Steinbrugge**, and is also available ~~It is on a~~ two hour loop." Page 7, **Capt. Dave MacFarland** was misspelled. **A. Storm**: Page 5, the application period for open positions on the HSC, closes December 31. **R. Sargent**: Page 2, the number indicated for ferry traffic should be 7455. Page 3, line 7, should read "The vessel had 140' five shots of chain out (~~five times the water depth~~ which is the equivalent of 450'). **MOTION** by **M. Brown**, seconded by **R. Pinder** "to accept the minutes of the November 10, 2004 meeting as corrected." Motion passed unanimously.

Comments from the Chair. (1) The CG/OSPR/SF HSC news releases regarding the Rule 9 violation that resulted in the car carrier PACIFIC HIGHWAY striking the Richmond/San Rafael Bridge were released. The CG release included the fact that the CG found the sail boat at fault and recommended the maximum \$6,500 fine. The *Marin Independent Journal*, KTVU Channel

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11 and *Latitude 38* picked up the story. The *Latitude 38* piece included the information that copies of the *Sharing the Bay* video are available. (2) The Chair welcomed new HSC environmental representative, **Sue Cauthen** and the new Port Agent for the San Francisco Bar Pilots, **Capt. Bill Greig**. (3) Due to changes in her work responsibilities, this is the last meeting for HSC Recording Secretary, **Fran Black**, who has been taking minutes since the first SF HSC meeting.

USCG REPORT. **G. Loebel** provided the CG Report, which is made a part of these minutes, in the absence of **Capt. Jerry Swanson** who is attending a District 11 Commanding Officers conference. (1) Sector realignment and reorganization is underway and scheduled to be completed this summer. **Captain William Uberti** will be CO, Sector SF Bay. Space needs to be built-out on Treasure Island to accommodate the staffing. (2) Any additional information anyone would like concerning items or issues included in the CG Report can be obtained from CG SF MSO. (3) Significant events of the past month were reviewed. On November 27, 2004, in Baltimore, a serious spill from a vessel resulted in 1,600 responders reporting for the clean-up. 10,900 gallons of oily water were recovered, along with 650,000 gallons of oily solids. 85 miles of shoreline has been impacted. In Anchorage, Alaska, a CG helo on a rescue mission to take crew off a grounded bulk freighter crashed with its crew and ten people taken off the vessel. Six of the ten are still unaccounted for. There has been a rash of pollution incidents. The three most significant occurring at facilities in Richmond and Benicia and from a crab vessel grounding were reviewed. In the past month, there were three reported propulsion failures and one Rule 9 violation. (4) Three COTP bulletins were issued in November concerning navigational safety during herring season, precautions to be taken during the heavy weather season and placement of crab traps in the offshore approach lanes to SF Bay.

Question: How is the CG dealing with the issue of propulsion losses? **G. Loebel:** The CG is in the process of gathering data for review and will make recommendations on prevention after the information is analyzed. Possible causes include California fuel requirements and maintenance issues. The Chair advised that the HSC Navigational Work Group is available to work with the CG. **G. Loebel** responded that the CG will report back when it is determined that the data is solid. The Chair noted that she would like to see this as a separate agenda item when the CG is ready to address the issue. **A. Storm** reminded the group that, when **Admiral Hereth** was COTP, he asked the HSC to make recommendations for avoiding steering and propulsion failures and the HSC published a brochure that could be reviewed and updated. Question: Was the Rule 9 violation reported earlier handled as intoxication or a Rule 9 violation? **D. Le Blanc:** Both.

R. Sargent provided the VTS Report in the absence of **Cmdr. Pauline Cook** who is also attending the District 11 CO's conference. November traffic statistics, Public vessels 173 up

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30% from October and down 2% since November 2003; Tankers 197 down 7% from October and down 22% since November 2003; Cargo vessels down 1% since October and down 34% since October 2003; Tugs with tow 2587 down 18% since October and down 24% since November 2003; Ferries 2597 down 18% since October and up 3% since November 2003; Misc. 304 down 14% since October and down 1% since November 2003; Passenger vessels 108 down 45% since October and down 23% since November 2003; total 10,174 down 16% since October and down 10% since November 2003. (1) In November, VTS received a number of complaints about the placement of crab pots in the traffic separation scheme and issued a radio broadcast advisory. VTS also received complaints about the blinding halogen lights on fishing and crab boats and issued an advisory. (2) AIS. Four of the five planned tower sites have been installed and the software has been installed. In January, the fifth tower will be installed in Walnut Grove. Training of VTS operators begins tomorrow. VTS expects to turn on the display December 20, 2004. **J. Davey** noted that a lot of the problems with crab vessels is the result of the large number of boats that come to SF from up north for the beginning of the season here, which is two weeks earlier than in their home ports. They are gone now. Legislation is proposed to limit the number of pots per vessel to 250 and the number of crabs per day, which will discourage the migration of northern vessels. Local operators have more respect for local navigational requirements. Question: Is there a way to identify who owns the pots? **J. Davey**: Yes. Fish and Game license numbers are on each vessel's buoys and often on the pots, as well.

CLEARINGHOUSE REPORT, A. Steinbrugge. A written report with statistics for the month of November, 2004, is made a part of these minutes. There was one call to OSPR during the month of November regarding a possible escort violation and none from a pilot to report a vessel arriving without the necessary paperwork prepared for the escort. This year, to date, there have been twenty-one calls to OSPR. In 2003, there were three calls to OSPR regarding possible escort violations. There were two calls in 2002; six calls in 2001 and five calls in 2000. The Clearinghouse is now sending notification to affected tug companies whenever OSPR is called regarding a possible violation.

OSPR REPORT, A. Storm. (1) **A. Storm** swore in re-appointed Port of SF representative **John Davey** and new environmental interests representative **Sue Cauthen**, who works for San Francisco Tomorrow, a group that focuses on San Francisco Bay. (2) **A. Storm** read and presented a Certificate of Appreciation to **J. Davey** and **Denise Turner**, his alternate, for their work on behalf of the HSC during their previous terms. (3) **A. Storm** deferred to the Chair to comment on the appointment of alternates. The Chair noted that the HSC Chair can appoint alternates until January 1, 2005, when new statute become effective, designating the Administrator of OSPR as the person responsible for appointing alternates as well as members. The Chair appointed **Denise Turner** as alternate Port of SF representative and **John Stonich**, an attorney with the Wilderness Conservancy, as alternate environmental representative. The San

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Francisco Bar Pilots have requested that a temporary alternate be appointed for the pilot representative because **Capt. Eric Dohm**, the current alternate, is unable to attend due to family obligations. **Capt. Kip Carlson** will be sworn in as temporary alternate at the February HSC meeting. **A. Storm**: Regarding OSPR's statutory authority to appoint alternates, at the February meeting, OSPR will swear in all alternates who have submitted their applications. Applications are available on-line. (4) There are two new positions on the HSC created by SB 1742. The new regulations go into effect January, 2005 and provide for a fishing boat representative and a tanker/marine terminal representative. To date, no applications have been received for the fishing boat representative. (5) **A. Storm** thanked the HSC for its November vote in support of the new regulations package. The package will go to OAL the first week of January. A discrepancy in the regulations package has been identified. The regulations speak to the Administrator's appointment of federal representatives from the USCG, COE, NOAA and Navy. However, these positions are actually ex officio. Language to clean this up will be added to the legislative proposals for a bill to be passed during the 2005 legislative session. (6) At the last HSC meeting there was considerable discussion about the amount of time it takes OSPR to address tug escort violations, up to ten months this year. The MX has a process in place to put companies on notice when a possible violation is reported. It will take OSPR time for changes to be made to reduce the amount of time it takes to process a possible violation. Budgets and personnel issues must be considered and agency business plans have already been submitted for 2005. OSPR can affect a significant reduction in the time for processing, but probably not to the 30-45 days the HSC suggested. The Chair indicated that she will continue to follow-up with OSPR and emphasize that the HSC feels that timely enforcement is necessary for effectiveness. A report will be expected for the February meeting.

FUTURE OF FERRIES ON SF BAY. The Chair announced that she would take an item out of order on the agenda in order to accommodate WTA representatives who must leave soon for a WTA Board meeting. She introduced **Mark Kasanin**, Chair of the WTA Technical Advisory Committee, and WTA CEO **Steve Castleberry**. **M. Kasanin** noted that, with the increase in the Bay Bridge toll, part of that money is earmarked for WTA and the fast ferry system. WTA was established by the legislature to develop a plan for the operation of high speed ferries on the bay to reduce motor traffic. The Technical Advisory Committee is comprised of volunteers with expertise across the maritime community. The TAC worked with WTA staff to complete its work and is now in hiatus. **Grant Stewart** represented the HSC on the TAC. **S. Castleberry** distributed maps showing the future operations of the fast ferry system. Information on development of the system will be available in *Bay Crossings*, a free publication distributed at ferry landings. WTA was legislatively mandated to expand ferry service. Regional Measure 2 provided funding for three routes, Oakland-Alameda, Berkeley and South SF. It will take five years for completion of the environmental documentation, planning and implementation, including the construction of terminals and vessels. The first contract to bid for construction of

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the first vessel will go out in the Spring of 2005. WTA looks to continue working with the HSC and **Mary Culnane**, from the WTA, will be participating at HSC meetings. Question: The *Sunday Independent Journal* ran an article with some interesting ideas. Is WTA considering them? **S. Castleberry** indicated that he has talked with the author regarding the coordination of transit services. Question: Will this project result in draining funds from other transit programs? **S. Castleberry**: WTA is prohibited from taking money from other transit programs. The Chair noted that, as new ferries come on line, 70% of the traffic on the bay will be ferries. There will be navigational and training issues to look at. The HSC has a standing Ferry Operations Work Group that can work with WTA. The Chair added that the HSC received a letter from WTA requesting comment on building specifications for the new ferries. The HSC Ferry Operations Work Group doesn't think that its members have the necessary expertise to comment. The Chair encouraged anyone with that expertise/background to talk to **M. Kasanin** or **M. Culnane** after the meeting.

NOAA REPORT, S. Thompson. (1) There are two new charts; 18650, Candlestick to Angel Island, and 18651, the southern part of San Francisco Bay. (2) NOAA didn't fare well in the President's budget, taking a \$2 million cut in charting services. There is a \$5 million increase in money for PORTS, but it is earmarked for new systems in the Great Lakes and Alaska. There is no money for existing systems. (3) If anyone has survey needs for the Navigational Response Team, contact **S. Thompson**. (4) Weather. The prediction was for warmer temperatures with less precipitation, however, to-date; it has been colder with more than average precipitation. A very wet January is expected. Question: Was the submerged pipe found in Delaware a previously undetected hazard to navigation? **S. Thompson**: Yes. It's 15' in length and 4' in diameter. The pipe has been identified as the cause of a gash in a passing vessel. The source of the pipe has not been found yet.

COE REPORT, M. Chang. (1) The text of the COE Report is made a part of these minutes by attachment. (2) Hydrographic surveys are available on the COE website. (3) A copy of *Saving the Bay* has been given to the Bay Model and will be used as part of the boating safety display. (4) **L. Cardoza** commended **M. Chang** for her exemplary service to those in the dredging community, keeping projects on schedule and on budget..

STATE LANDS COMMISSION REPORT, K. Leverich. There were no marine terminal spills in November. There were ten violations, three serious. State Lands monitored 247 transfers, 44% of all transfers in the month. 27 million gallons of product were moved across Bay Area docks. .

AIS, Scott Humphrey. Federal regulations related to the Automatic Information System go into effect January 1, 2005. Ships, ferries and tugs will be required to carry AIS equipment. Locally,

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coverage will be from Sacramento/Stockton to 70 miles off shore. Vessels with AIS will be visible to VTS and to each other, transmitting identity, course and speed. Ships can upgrade to ECDIS (electronic charting) if they want to. VTS SF has an aggressive training program for internal and external training. Information is available at <http://www.uscg.mil/D11/vtssf/>. It is necessary for every user to have a mobile marine service identifier from the FCC. VTS representatives have met with most of the tug and all of the ferry companies transiting the bay with a two hour training module. AIS is the most significant advance in marine communications since voice radio. **A. Storm** noted that OSPR has AIS and can see a lot of vessels but many of the vessels aren't entering their name in the name field, so they are only identifiable by their MMIS number. **S. Humphrey**: The goal is to direct all vessels to enter correct and complete information. Not doing so is a violation of federal regulations. Question: Since only vessels under 26 meters are exempt, how will the CG make recreational vessels over 26 meters comply? **S. Humphrey**: Recreational and fishing vessels are exempt from the regulations at this point. Tugs under 600 hp are also currently exempt. Question: Is there a method for voluntary participation? **S. Humphrey**: Yes. Any vessel with an MMIS can use AIS. If they do in the SF Bay Area, they must use it in accord with the SF guidelines, which are in excess of federal regulations. AISlive.com is a commercial website that will allow access to live AIS across the world with the entry of an e-mail address. The biggest glitches in the system is the manual entry of data. Question: With heightened security concerns, what is being done to keep all the information (cargo, location, speed and course) for U. S. vessels out of AISlive? **S. Humphrey**: CG Headquarters is fighting to keep the U. S. off AISlive and the U. S. is not included now. However, anyone can buy \$4,000 worth of equipment and an antenna and feed the information to AISlive. Question: Will war ships be required to participate? **S. Humphrey** doesn't know. From a navigational safety standpoint, it's a good idea. However, Navy ships may not want to telegraph their next port-of-call. Question: What is the range of AIS? **S. Humphrey**: When fully operational in December/January, it will encompass the entire area of SF VTS coverage. **S. Humphrey** can be contacted by e-mail through the VTS website.

HSC SUPPORT OF COE DEBRIS REMOVAL. The Chair reported that **Ray Shipway** did a rough draft of a letter expressing the HSC's concern over the cut in funding for COE debris removal boat support in SF. The draft has been forwarded to **Mike Dillabough** and **David Dwinell** at the COE for their review and comment. The item will be agendaed for the January HSC meeting. The purpose is to be as supportive as possible of COE debris removal capabilities.

PLAN UPDATE WORK GROUP, J. Lundstrom. The next public meeting of the work group is scheduled for January 14, 2005 to continue the process of reviewing the plan. The chairs of the various work groups have been looking at their respective sections.

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TUG ESCORT WORK GROUP. No report.

NAVIGATION WORK GROUP REPORT, R. Pinder. The group will hold a public meeting tomorrow at 1300 in Hercules, looking at AIS requirements for SF.

The Chair encouraged all work group chairs to include the gist of a meeting on the schedule so interested parties can plan to attend when there is an issue of concern to them.

FERRY OPERATORS WORK GROUP, M. Beatie. The next meeting is scheduled for January 26, 2005 at State Lands' office to re-open the manning issue. There has been no response from the CG regarding the new way COI inspections were to be handled for fast ferries. No follow-up meetings to inspections have been scheduled as promised.

PREVENTION THROUGH PEOPLE WORK GROUP, M. Brown. (1) The next work group meeting is scheduled for January 11, 2005 at 9:30 in State Lands' Hercules office to address problems with paddle sports and safety issues. The Chair added that the president of the kayakers association in the bay has been contacted to participate. Anyone aware of other group leaders should contact **J. Lundstrom** or **M. Brown**. The American Canoe Association represents all people-powered vessels. **M. Brown:** 30 million people are engaged in paddle sports, which are unregulated and unsupervised. The Chair agreed that this is a national problem. Users are required to carry a light, but there is no requirement that it be lit. **M. Brown** noted that an article in the *Chronicle* a couple of weeks ago described the joys of kayaking at night. (2) The PORTS brochure will be at the printer's next week and ready for distribution at the end of the year.

PORTS REPORT, A. Steinbrugge. The system is working well. The only issue is installation of a current sensor at Tesoro's Amorcio dock in Martinez, which is still in process.

PUBLIC COMMENT. None.

OLD BUSINESS. None.

NEW BUSINESS. **L. Korwatch** reported that the PORTS brochure and letter will go out soon. **Capt. Dave MacFarland** of NOAA will be in the Bay Area for a meeting on PORTS on February 11, 2005 at the Port of Oakland, the day after the February HSC meeting, to lead a discussion and presentation on PORTS and PORTS funding.

The next meeting of the HSC will be held on Thursday, January 13, 2005 at 10:00 in the Port of Richmond.

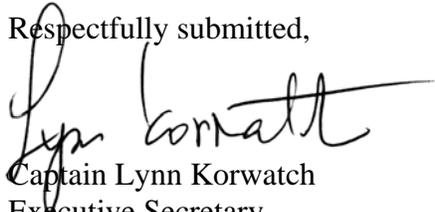
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MOTION by **R. Pinder**, seconded by **M. Brown**, to “adjourn the meeting.” Motion was passed without objection. Meeting adjourned at 1155.

Respectfully submitted,



Captain Lynn Korwatch
Executive Secretary

USCG MARINE SAFETY OFFICE SAN FRANCISCO BAY PORT OPERATIONS - HARBOR SAFETY COMMITTEE STATISTICS

November 2004 (updated)

PORT SAFETY CATEGORIES	TOTAL
1. Total Number of Port State Control Detentions for period:	2
SOLAS (0), MARPOL (1), ISM (1)	2
2. Total Number of COTP Orders for the period:	6
Marine Casualty: Allision/Collision (0), Grounding/Sinking (0), Fire (0)	0
Steering (0), Propulsion (3)	3
Notice of Arrival: (1), Other (2)	3
3. Total Number of Navigation Safety Issues (<i>Letters of Deviation</i>)	2
Radar (2), Steering (0), Gyro (0), Echosounder (0)	2
4. General Port Safety Cases:	1
Crew-Personnel issues (1),	1
5. Rule 9 Violations or Navigational Rule Violations within SF Bay	2
6. Significant Waterways Issues:	0
7. Marine Safety Information Broadcasts (MSIBs)	3
Total Port Safety Cases opened for the period:	14

MARINE POLLUTION RESPONSE	TOTAL
Total Oil/Hazmat Pollution Incidents within San Francisco Bay for Period	6
Total number of Marine Environmental Response (MER) Harbor Marina visits within SF Bay	33
* Source Identification (Discharges and potential Discharges):	
Deep Draft Commercial Vessels	0
Facilities (includes all non-vessel discharges)	1
Military/Public Vessels	0
Commercial Fishing Vessels	0
Other Commercial Vessels	0
Non-Commercial Vessels (e.g. recreational vessels)	1
Unknown Source (as of end of the period)	4
Storm Drain Runoff	0
Vehicle/Vehicle Accident	0
*Spill Information	
Unconfirmed	4
No Spill, Potential Needing Possible USCG Action	0
Pollution Cases Requiring Clean-up	2
Federally Funded Clean-up Cases (OSLTF-0/CERCLA-0)	0
Hazardous Materials Release Volumes:	
1. Spills < 10 gallons	0
2. Spills 10 - 100 gallons	2
3. Spills 100 - 1000 gallons	0
4. Spills > 1000 gallons	0
TOTAL ESTIMATE GALLON DISCHARGE for PERIOD:	TBD
PENALTY ACTION:	
Marine Violation (MV) Cases for Period	0
Notice of Violations (TKs)	1
Letters of Warning	0

SIGNIFICANT PORT SAFETY & SECURITY (PSS) CASES:

1. **International Safety Management Audit:** M/V GENERAL DELGADO (Cyprus) was detained on 05NOV04 in the Port of Sacramento due to substandard deficiencies during Port State Control Boarding. Vessel cleared all deficiencies and able to depart.
2. **COTP Order:** M/V LYKES DELIVERER (UK), 06NOV04, was issued COTP Order 04-97 requiring tug assistance and verification of repairs prior to departure from SF Bay. The inbound container vessel experienced a reported temporary loss of power marine casualty while approaching Oakland Berth 58. The vessel regained power and was able to safely moor. The incident remains under further investigation for possible other additional factors with the cause of the loss of power.
3. **COTP Order:** M/V INCETRANS (TURKISH), 09NOV04, was issued COTP Order 04-98 requiring an approved security plan by both USCG and CBP throughout port call due to crew absconding concerns. A Letter of Warning was also issued to the vessel due to arrival notification changes with a crewmember not listed on the required arrival information. Vessel safely departed without incident.
4. **COTP Order:** M/V P&O NEDLLOYD LOS ANGELES (Netherlands), 09NOV04, was issued COTP Order 04-100 requiring tug assistance and verification of repairs prior to departure from SF Bay. The inbound container vessel experienced a temporary loss of power marine casualty while mooring at Oakland Berth 60. The vessel regained power and was able to safely moor. The exact cause of the temporary power loss remains under further investigation.
5. **Marine Casualty:** TUG OCEAN EAGLE (US), 16NOV04, suffered a temporary loss of power 2.5 nm south of Pt. Reyes while towing the F/V CAPT VINCENT GANN (commercial fishing vessel enroute Seattle for repairs). The tug regained full power and cause was attributed to minor mechanical error. A CG 2692, Report of Marine Casualty, will be completed and sent to the MSO for further review.
6. **COTP Order:** T/V NUEVO PEMEX III, (Mexico), 20NOV04, was issued COTP Order 04-101 requiring tug assistance and verification of repairs prior to departure from SF Bay. The inbound tank vessel experienced a temporary loss of propulsion marine casualty while mooring at SF Drydock. The vessel regained power and was able to safely moor with tug assistance. The cause of the temporary power loss remains under further investigation for review of other possible additional causative factors. The vessel was unladen, and safely departed SF Bay after drydock repairs.
7. **Possible Rule 9 Violation:** (21NOV04) VTS reported that the ferry BAY MONARCH notified VTS that the F/V DONITA has been reported hampering other ferry vessels and distracting area boaters with the use of spotlights. The Investigations Department for MSO will further investigate the report.
8. **Marine Casualty:** M/V LEVERKUSEN EXPRESS (Germany), 25NOV04, experienced problems shifting out of neutral while departing the berth in Oakland. The vessel was able to return a short distance to the pier with tug assistance. Shifting controls from the engine room to the bridge was solved, a CG 2692 was completed, all necessary safety tests were completed, and the vessel was able to safely depart for the next port of call.
9. **Marine Casualty:** M/V TAI HARVEST (Panama), 25NOV04, bulk vessel suffered injuries to 2 crew members during transit from LA/LB to Portland. Injuries occurred 25 nm off of Humboldt Bay. Both members (AB Seaman) were safely airlifted for medical attention.
10. **COTP Order:** T/V TONSINA, (US), 28NOV04, was issued COTP Order 04-102 requiring tug assistance and verification of repairs prior to departure from SF Bay for problems with raising the starboard anchor while at Anchorage 9. Under a COTP Order amendment, the vessel disconnected the anchor and was allowed to transit to Martinez and back to SF, with tug assistance, while anchoring windlass was repaired. Repairs were completed and safely departed SF Bay after drydock repairs.
11. **MARPOL EXAM:** M/V GOSPORT MAERSK (UK) was detained on 28NOV04 due to concerns with the vessel's oily water separator, during a Port State Control Boarding. A complete MARPOL Exam was completed and the OWS was determined to be operating properly, and vessel was cleared to depart.

12. **Possible Rule 9 Violation:** (28NOV04) VTS reported that the Bar Pilot aboard the outbound M/V PACIFIC LINK reported that the S/V CAT failed to operate safely and threatened the safety transit of the deep draft vessel, in the vicinity of the Golden Gate Bridge. USCG boarded the S/V and determined the master to be intoxicated. USCG handed the operator over to CHP for prosecution, and the Investigations Department for the MSO will further investigate the incident.

SIGNIFICANT MARINE ENVIRONMENTAL RESPONSE (MER) CASES:

1. **M/V QUAPAW (Port of Richmond):** Case is ongoing from October. Vessel determined as a pollution hazard and in danger of sinking at the Port of Richmond berth. MER Department issued COTP Administration Orders to vessel owner for action. Vessel owner did not comply to required tasks and the USCG assumed Federal Responsibility. The MSO opened the Oil Spill Liability Trust Fund (OSLTF) and sent Letters of Federal Assumption. The USCG Pacific Strike Team evaluated the threat and assisted with the disposal of petroleum products onboard. Universal Environmental removed and disposed of all oil and oily wastes. Vessel remains at Richmond.

2. **VALERO BENICIA Facility Oil Spill (11NOV04):** MER responded to a facility waste water treatment pipe discharge. An estimated 12-20 bbl release of a mixture of crude oil, pet coke, and other oil related products were discharged into the Sulfur Springs Creek bed that leads to Suisun Bay. A Unified Command was established between USCG, DFG OSPR, Valero Facility, MSRC, and Universal Environmental. Valero led the response, which included on water recovery, oiled vegetation removal, and manual removal of tarballs from the creek bed. Some oil did reach Suisun Bay causing minor sheening in the vicinity of the mouth of the creek.

3. **TUG SHARON BRUSCO (16NOV04):** MER responded to a reported 1-mile sheen in the vicinity of the Sacramento River Bridge. The cause of the sheen was determined to be from the TUG SHARON BRUSCO. The Dutra Facility, who leases the BRUSCO tugs initiated clean-up contracting. This case has non-notification and intentional discharge implications. MER will pursue possible civil penalty action.

3. **F/V PACIFIC GAYLE (26NOV04):** MSO rcvd report of a commercial crab-fishing vessel that ran aground 20 nm north of Fort Bragg, along the Mendocino Coast. 4 people were rescued. Vessel remains aground with an estimated 1680 gals of fuel and 450 gals of lube oil & hydraulic fluid onboard. The owner hired National Response Corporation (NRC) to remove the oil products and assist with the salvage of the vessel from the beach. 679 gals of oil products have been removed so far, and it is believed that all of the recoverable oil has been removed. Salvage of the vessel will take place in the spring, when tides are move favorable. Investigation continues on cause of the grounding.

SIGNIFICANT PORT SAFETY INFORMATION or EXERCISES

1. **Marine Safety/Security Information Bulletin 04-22 (05NOV04):** "Vessel Traffic Guidelines for the 2004-2005 Herring Fishing Season". MSIB provided safety and security information to the Herring Fishing Permittees for guidelines to alleviate hazardous traffic conditions throughout the season as well as information on locations within San Francisco Bay where herring fishing is not allowed or restricted.

2. **Marine Safety/Security Information Bulletin 04-23 (09NOV04):** "Heavy Weather Preparedness". MSIB provided information for all waterfront facilities and the maritime community to make all necessary preparations to safely weather the upcoming winter storm season.

3. **MSIB 04-25 (22NOV04):** "Crab Pots in San Francisco Traffic Separation Schemes". MSIB provided information to the maritime community on the recent Rule 10 Navigation Rule violations which involved crab pot deployment throughout traffic separation schemes, precautionary areas, approaches and main ship channels. Rule 10 states that crab pot deployment should not impede the passage of any vessel following a traffic lane.

San Francisco Bay Clearinghouse Report For November 2004

San Francisco Bay Region Totals

			2003
Tanker arrivals to San Francisco Bay	51		51
Tank ship movements & escorted barge movements	279		257
Tank ship movements	155	55.56%	146
Escorted tank ship movements	76	27.24%	70
Unescorted tank ship movements	79	28.32%	76
Tank barge movements	124	44.44%	111
Escorted tank barge movements	60	21.51%	64
Unescorted tank barge movements	64	22.94%	47
Percentages above are percent of total tank ship movements & escorted barge movements for each item.			
Escorts reported to OSPR	1		0

Movements by Zone	Zone 1	%	Zone 2	%	Zone 4	%	Zone 6	%	Total	%
Total movements	169		264		0		115		548	
Unescorted movements	78	46.15%	135	51.14%	0	0.00%	54	46.96%	267	48.72%
Tank ships	52	30.77%	79	29.92%	0	0.00%	28	24.35%	159	29.01%
Tank barges	26	15.38%	56	21.21%	0	0.00%	26	22.61%	108	19.71%
Escorted movements	91	53.85%	129	48.86%	0	0.00%	61	53.04%	281	51.28%
Tank ships	51	30.18%	73	27.65%	0	0.00%	29	25.22%	153	27.92%
Tank barges	40	23.67%	56	21.21%	0	0.00%	32	27.83%	128	23.36%

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 2004

San Francisco Bay Region Totals

			<u>2003</u>
Tanker arrivals to San Francisco Bay	702		686
Tank ship movements & escorted barge movements	3,238		3,481
Tank ship movements	1,890	58.37%	2,077
Escorted tank ship movements	928	28.66%	1,026
Unescorted tank ship movements	962	29.71%	1,051
Tank barge movements	1,348	41.63%	1,404
Escorted tank barge movements	693	21.40%	757
Unescorted tank barge movements	655	20.23%	647
Percentages above are percent of total tank ship movements & escorted barge movements for each item.			
Escorts reported to OSPR	21		2

<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	2,098		3,096		0		1,548		6,742	
Unescorted movements	967	46.09%	1,573	50.81%	0	0.00%	739	47.74%	3,279	48.64%
Tank ships	642	30.60%	954	30.81%	0	0.00%	392	25.32%	1,988	29.49%
Tank barges	325	15.49%	619	19.99%	0	0.00%	347	22.42%	1,291	19.15%
Escorted movements	1,131	53.91%	1,523	49.19%	0	0.00%	809	52.26%	3,463	51.36%
Tank ships	652	31.08%	884	28.55%	0	0.00%	404	26.10%	1,940	28.77%
Tank barges	479	22.83%	639	20.64%	0	0.00%	405	26.16%	1,523	22.59%

Notes:

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

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

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

December 9, 2004

1. CORPS 2004 O&M DREDGING PROGRAM

All FY 2004 Projects have been completed. We are in the process of reviewing the post dredge surveys on the last projects that were completed.

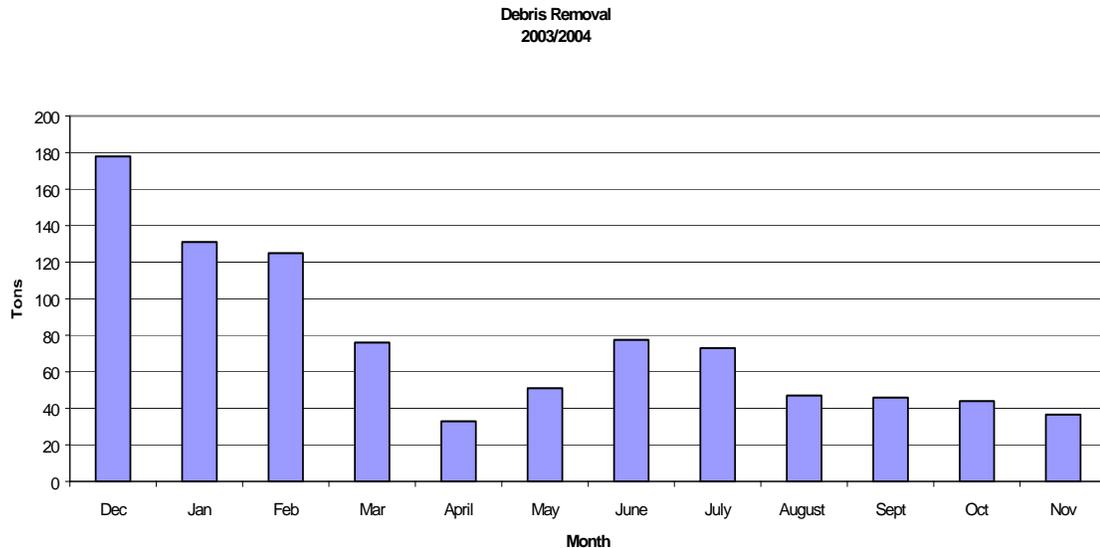
2. CORPS 2005 O&M DREDGING PROGRAM

The Corps just received its' FY 2005 budget figures. We are in the process of reviewing the FY 05 budget to determine what can be accomplished with the funding and what can be done on any congressional additions to the budget. This review is being made on a District wide level.

- a. **Main Ship Channel** – Project is scheduled to be accomplished by the Government Dredge “Essayons”. Dredged material disposal will be at SF-8. Anticipated start date is end of May of first part of June.
- b. **Richmond Outer Harbor and Southampton Shoal** – Project is scheduled to be accomplished by the Government Dredge “Yaquina”. Dredge material disposal is scheduled for in bay at the Alcatraz Dredged Material Disposal Site (SF-11). Work is anticipated to start the first part of June.
- c. **Richmond Inner Harbor** – Corps has contract in place with Great Lakes Dredging with an option that the Corps could exercise to do this years dredging. Anticipate that the dredged material will be disposed of at the ocean disposal site. Dredging window opens June 1, 2005.
- d. **Oakland Outer and Inner Harbor** – Corps has contract in place with Great Lakes Dredging with an option that the Corps could exercise to do this years dredging. Anticipate that the dredged material will be disposed of at the ocean disposal site. Dredging window opens August 1, 2005.
- e. **Suisun Bay Channel** – Need to advertise for a new dredging contract this year. Dredging window opens June 1, 2005.

2. DEBRIS REMOVAL

The total tonnage of debris collected on the San Francisco Bay for November 2004 was 36.5 tons. This is 7.5 tons less than the 44 tons collected in the month of October.



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. The Corps will receive approximately 27.5 million dollars in this year's budget less savings and slippage. The Corps is in the process of reviewing the budget since the budget figures have just been released. The Corps has awarded two new contracts. The first one was 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. This contract was awarded on September 1, 2004. Dredging has not started, but the installation of the infrastructure to support the electric dredge required by the contract is underway. The dredge is being converted from diesel to electric and this is 75 to 80% complete. The dredging is scheduled to start on at any time now. In addition, the driving of sheet piling for the middle harbor containment structure has started. The second contract is a marine construction contract for the last phase on the Inner Harbor Turning Basin. The Corps awarded this contract on September 23, 2004. One issue with these contracts is that the Corps does not have sufficient Federal funds to support them. The Port of Oakland, the project sponsor, will fund these contracts. Congress has approved the sponsor funding these contracts and therefore we need to amend the Project Cooperation Agreement (PCA) between the Port and the Corps.

4. EMERGENCY (URGENT & COMPELLING) DREDGING

There was no emergency dredging in FY 2004 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 have continued to perform advanced maintenance in the Suisun Channel at Bull's Head Reach.

5. OTHER WORK

San Francisco Bay to Stockton – Status Unchanged

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 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. Corps has awarded contracts for a hydrographic survey and a salinity study.

Sacramento River Deep Water Ship Channel Deepening

Status unchanged – Project work is continuing.

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 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. We are waiting for funding for sediment testing and for evaluating the disposal sites. 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 are preparing to do mapping of this project next year. This is scheduled to happen when the vegetation dies down.

Address of Corps' web site for completed hydrographic surveys

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

Update on the video “Sharing the Bay”. Margot did send us the video as she said she would. We forwarded the video to Chris Gallagher of the Bay Model and she said that they would start playing it as part of their boating and water safety display. It may take a little time to get it set up.