

# 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, January 12, 2006

Port of Richmond, Wharfmaster's Office, Richmond, California

**Joan Lundstrom**, Chair of the Harbor Safety Committee of the San Francisco Bay Region (HSC), San Francisco Bay Conservation and Development Commission (BCDC); called the meeting to order at 1003. **Alan Steinbrugge**, Marine Exchange of the San Bay Region (Marine Exchange); confirmed a quorum of the HSC.

The following committee members and alternates were in attendance: **Capt. Marc Bayer**, Tesoro Maritime Company; **Capt. Michael L. Beattie**, Ferry Operator; **Ted Blanckenburg**, AMNAV Maritime Services; **Capt. Pete Bonebakker**, ConocoPhillips; **Margot Brown**, National Boating Federation; **Len Cardoza**, Port of Oakland; **Ron Chamberlain**, Port of Benicia; **John Davey**, Port of San Francisco; **David Dwinell**, Army Corps of Engineers (COE); **Capt. Fred Henning**, Baydelta Maritime; **Alan Miciano**, General Steamship; **Capt. Peter Peers**, National Cargo Bureau; **Capt. Robert Pinder**, San Francisco Bar Pilots (Bar Pilots); **Rich Smith**, Westar Marine Services; **Marina V. Secchitano**, Inland Boatmen's Union; **Capt. William Uberti**, United States Coast Guard (USCG), Sector San Francisco; **Gerry Wheaton**, National Oceanic and Atmospheric Administration (NOAA); **Thomas Wilson**, Port of Richmond.

Also present and reporting to the HSC were **Mike Coyne**, California Office of Spill Prevention and Response, (OSPR); **Ken Leverich**, California State Lands Commission (State Lands); **LtCmdr. Ross Sargent**, USCG.

The meeting was open to the public.

### Approval of the Minutes

It was moved and seconded to accept the minutes as written. The motion passed without discussion or dissent.

### Comments by the Chair – Lundstrom

- The new workgroup assignments were part of the meeting package. Workgroups are publicly noticed meetings open to all. The workgroups are driven by consensus and input is appreciated. If you have any questions about the workgroup assignments **Lundstrom** would like to hear from you.
- Some kayakers were upset about controlled access zones during Fleet Week. **Brown** and **Cmdr. Loebel**, USCG, will be able to talk to activists in the kayak community about shipping lanes, safety, and notification issues. This is a good opportunity for the HSC to reach out on.
- The Marin Independent Journal reported on a Marin resident starting a business to take people on Alcatraz swims. The Navigation Workgroup will be asked to reach out to this person to make him aware of the HSC and its concerns.

### Coast Guard Report – Captain Uberti

**LtCmdr Sargent** read from reports that are attached to these minutes.

### Capt. Uberti

- The master of the *S/V Lady Washington* voluntarily surrendered his license after alliding with the Union Pacific Railroad Bridge.
- Sector San Francisco will be working very hard on access control vigilance this year. Everyone should check their plans and procedures.

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- Sector San Francisco will be reviewing and refining their severe weather contingency plans after the most recent series of storms. Please forward your experiences and suggestions to **Cmdr. Pauline Cook**, USCG; who is coordinating the effort.
- Vessel operations on the delta and rivers were still limited to daylight hours because of runoff from the storms.
- Response to the flooding had been aided by the loan of helicopters from Los Angeles USCG.
- If you have any suggestions for improvements to the annual report, please submit them to **LtCmdr. Sargent**.

There were questions.

- **Cmdr. Loebel** said that the master of the tug *Hero* had not been given a drug test, only a blood alcohol test. The incident did not meet the requirement for a drug test.
- No one was able to explain the difference between the traffic numbers provided by the Vessel Traffic Service and the Marine Exchange. **Lundstrom** asked Sector San Francisco to look into the difference between vessel traffic numbers provided by USCG Vessel Traffic Service (VTS) and the Marine Exchange.

### Clearinghouse Report – Alan Steinbrugge

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

### OSPR Report – Coyne

- **Jimmy D. Triplett**, Port of Benicia; was sworn to serve as an alternate port authority representative.
- **Daniel J. Massey**, Foss Maritime Company; has been approved as the alternative representative for barge operators. He will be sworn at the first meeting he attends.
- There will be funds to produce the kayak warning sticker designed by the Prevention Through People Workgroup.
- OSPR is updating its web site. You will soon be able to find timely HSC information there.
- There is no status report on violations this month since everyone was attending a drill in Southern California.

### NOAA Report – Wheaton

- Two members of the local NOAA team would be good candidates to give presentations at future meetings of the HSC.
- The first is **Rebecca Smyth**, California Regional Coordinator NOAA Ocean Service. Smyth has the big picture on oceanographic issues in California waters and the Bay. **Smyth** will serve as **Wheaton's** alternate and attend the February HSC meeting in that capacity since **Wheaton** will be attending the winter meeting of the California Marine Affairs and Navigation Conference (CMANC). **Smyth** stood to be recognized.
- The second is **Jordan Stout**, NOAA Scientific Support Coordinator to Region IX Regional Response Team (RRT). **Stout** is stationed at Coast Guard Island.
- The process of transferring VTS berth Automated Information System (AIS) data to NOAA charts is nearly complete. **Wheaton** could use a volunteer to help him make sure that the berth labels from the VTS web site correctly match the berths on the charts.
- The National Weather Service is seeking input from the community about products it could provide to improve the decision-making process during severe weather. **Wheaton** will also be talking to **Comdr. Cook** about the issue.
- Everyone is curious about whether there will be more big storms. That will depend on the course of the jet stream.

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### COE Report – Dwinell

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

**Dwinell** responded to questions:

- **Capt. Pinder's** questions about the Federal channel depths at Richmond – San Rafael Bridge, the Alpha Buoy, and the north ship channel off Pt. Blunt should be emailed to **Dwinell**; he will forward them to the project manager. **Wheaton** asked **Capt. Pinder** to copy him on the email.

### State Lands Commission Report – Leverich

- A letter has been mailed to ship agents that explains the New California Clean Coast Act that regulates ocean-going ships over three hundred registered gross tons. State Lands is required to collect information about ports of call and gray water, sewage, and incineration management practices. The letter includes a survey that should be passed on to the ships.
- Response to the four-page survey that was sent out to collect information from ships about the Invasive Species Act was excellent. **Leverich** thanked the agents for their support. Anyone that wants to know the results of the survey can contact **Leverich**.
- Mark your calendars now for the next biannual symposium of the State Lands Commission on September 12<sup>th</sup> and 13<sup>th</sup>.
- Eleven million barrels were loaded, and twenty-three million barrels were discharged during the month.
- There was one ten-barrel spill at Shell during the month of December. Shell is working to correct problems in the pipeline.

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

- There are two primary issues on the TAC's agenda. The first is an update to the regional maritime contingency plan update. The second is a review of the ferry routing and communications protocols.
- **Cardoza's** alternate, **Michael McMillan**, will attend the February HSC meeting since **Cardoza** will be at the CMAN meeting mentioned above.

### National Harbor Safety Committee Convention – Lundstrom

- There will be eight panels touching on topics including dredging, aids to navigation, security, and others. Now is the time to give feed back on the panels since, for example, there was no representative from the recreational boating community on a panel about recreational boating and passenger ships.
- Now is also the time to develop a unified message on common areas of concern since the convention will be held in Washington D.C., where it will be possible to directly lobby decision-makers and make our voice heard on issues like the use of the Federal Harbor Maintenance Trust Fund.
- OSPR will pay for **Lundstrom's** attendance at the convention.

**Wheaton** said that CMANC was also planning to send a representative and suggested that the HSC compare notes with them to see where there are common areas of concern.

### Tug Escort Workgroup – Capt. Henning

There was nothing to report.

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## Navigation Workgroup – Capt. Pinder

There was nothing to report.

## Ferry Operations Workgroup – Davey

- The next meeting of the workgroup would be February 3<sup>rd</sup>, at the Port of San Francisco. Ferry routing and communications protocols would be the main topic.
- **Scott Humphries**, USCG, had a very useful meeting with twelve ferry captains to discuss ferry routing and communication protocols. He learned that the captains are concerned about routing issues at the Richmond-San Rafael Bridge, Vallejo, and Larkspur, as well as at the San Francisco Ferry Terminal.

**Lundstrom** thanked everyone involved in helping to create a comprehensive analytical picture of the current situation, since we can look forward to more ferries and more terminals in the future.

**Davey** said that **Humphries** is posting the latest information on the project at:  
<http://www.uscg.mil/d11/vtssf/Training/special/trp/trp.htm>

## Prevention Though People Workgroup – Brown

- All of the kayak rental agencies have said they will use the new kayak sticker on their boats. The workgroup will now turn its attention to an instruction manual.
- The next meeting of the workgroup would be February 2<sup>nd</sup>. The agenda will be a discussion with those kayakers involved in the Fleet Week issue described in **Lundstrom's** remarks.
- There would be a meeting with the Navigation Workgroup after this HSC meeting to discuss suggestions to the new USCG letter on marine event permit procedures.
- BCDC would be holding a meeting on the new water trails network on February 1<sup>st</sup>.

**Wheaton** said that **Sarah Polgar**, NOAA, is preparing an overlay of the proposed trails onto the navigational charts. **Capt. Pinder** asked if it was the plan to make the trails a permanent addition to the charts. **Wheaton** said that **Polgar** was creating an educational display, but the trails might be included on future *Pocket Charts*. **Lundstrom** said that security and safety issues at launch points are being discussed and the process is in the very early stages.

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

- **Capt. Bayer** thanked Coyne for securing the funds to Keep PORTS alive.

**Lundstrom** said that keeping PORTS alive was an enormous first step. The next step is to secure a permanent funding stream for PORTS. She said that our PORTS was one of the first in the nation, and that it would be a shame if it went off line.

**Capt. Bonebakker** said that the usefulness of PORTS had come home during the last big storm when it was difficult to get accurate knowledge of current conditions. He compared that to the availability of PORTS during recent La Niña and El Niño weather patterns.

**Lundstrom** said that she had made the point to the California Department of Natural Resources that the greatest value of the system was during those periods when the usual predictions – based on twenty-one year averages – were of little use. The absence of real-time data to base predictions upon had made planning difficult during the storm periods.

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**Capt. Bayer** said that the real state of the tides was a big topic of conversation. **Capt. Henning** said that people had been requesting reports from their tugboats. **Capt. Pinder** said that many ships going into Oakland were wondering where the PORTS data was. **Lundstrom** asked everyone to keep a diary on their experiences and write down their experiences.

**Steinbrugge** reported:

- The AMORCO sensor would be installed in the next four to six weeks.
- Maintenance and repairs would begin as soon as the money was available.
- Some instruments, like the Oakland wind sensor, are still working but are not communicating due to recent standards changes by the phone company. New modems will be purchased and installed.

## Public Comment

**Dwinell** introduced Robert Lawrence, who works on dredging waterway management issue for the COE.

**Lundstrom** introduced **Steve Ricks**, MSRC, and chair of the OSPR TAC.

## Old Business

There was none.

## New Business

**Bob Reynolds**, Chevron, said that one of their ships had been delayed because of differences between tide programs in use at various companies and the Clearinghouse. After some discussion, **Lundstrom** asked the Tug Escort workgroup to work with the Clearinghouse on a solution.

**Lt. Walton**, USCG, said that copies of the new Waterways Management Study survey, were available on the handout table or at the USCG Homeport web portal.

## Next Meeting

**Lundstrom** said the next meeting of the HSC would be at 1000, February 9th, at the Port of San Francisco.

## Adjournment

A motion to adjourn was made and seconded. There was no discussion. The motion passed without dissent. The meeting adjourned at 1131.

Respectfully submitted,



Captain Lynn Korwatch  
Executive Secretary

# USCG SECTOR SAN FRANCISCO

## PREVENTION / RESPONSE - SAN FRANCISCO HARBOR SAFETY STATISTICS

**December-05**

### PORT SAFETY CATEGORIES

TOTAL

1. Total Number of Port State Control Detentions for period: SOLAS (0), MARPOL (0), ISM (0), ISPS (0)	0
2. Total Number of COTP Orders for the period: Navigation Safety (2), Port Safety & Security (1), ANOA (0)	3
3. Marine Casualties (reportable CG 2692) within SF Bay: Allison/Collision (5), Fire (1), Grounding (0), Sinking (0), Steering (1), Propulsion (1), Personnel (1), Other (0)	9
4. Total Number of (routine) Navigation Safety related issues / Letters of Deviation Radar (1), Steering (0), Gyro (0), Echo sounder (0), AIS (3), AIS-835 (1)	5
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): 05-26	1
<b>Total Port Safety (PS) Cases opened for the period:</b>	<b>29</b>

### MARINE POLLUTION RESPONSE

TOTAL

Total Oil/Hazmat Pollution Incidents within San Francisco Bay for Period	19
* 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)	6
Unknown Source (as of end of the period)	11
Storm Drain Runoff / Vehicle (vehicle accident)	1
*Spill Information	
Unconfirmed	11
No Spill	2
Pollution Cases Requiring Clean-up	5
Federally Funded Clean-up Cases (OSLTF-0 / CERCLA-0)	0
Oil Discharge and Hazardous Materials Release Volumes by Spill Size Category:	
1. Spills < 10 gallons	4
2. Spills 10 - 100 gallons	0
3. Spills 100 - 1000 gallons	0
4. Spills > 1000 gallons	0
Total Oil Discharge and/or Hazardous Material release volumes (And by vessel type):	
1. Estimated spill amount from deep draft vessels:	0
2. Estimated spill amount from commercial vessels:	0
2. Estimated spill amount from recreational vessels:	0
3. Estimated spill amount from facilities / shore side point discharge:	10 gal
3. Estimated spill amount from unknown sources:	0
<b>PENALTY ACTION:</b>	

Marine Violation (MV) Cases for Period	0
Notice of Violations (TKs)	0
Letters of Warning	5
<b>** SIGNIFICANT PORT SAFETY &amp; SECURITY (PSS) CASES **</b>	
<b>* A. MARINE CASUALTIES - PROPULSION / STEERING</b>	
<b>Marine Casualty - Loss of Propulsion, M/V RJ PFEIFFER; U.S. (03 Dec):</b> Vessel experienced a casualty to the engine order telegraph while transiting outbound from Seattle to San Francisco Bay. COTP Order was issued requiring the vessel to have a two tug escort for the inbound transit to Oakland Berth 68. Repairs were conducted and verified by the vessel's classification society prior to departure.	
<b>Marine Casualty - Loss of Steering, M/V HORIZON FAIRBANKS; U.S. (15 Dec):</b> Vessel experienced casualty to port steering motor. COTP Order was issued requiring vessel to provide two tug escort for inbound transit to SF Bay. Repairs were conducted and verified by vessel's classification society prior to departure.	
<b>* B. MARINE CASUALTIES - VESSEL SAFETY CONDITIONS</b>	
<b>Marine Casualty - Allision, Tug HENRY SAUSE; U.S. (02 Dec):</b> Vessel was pushing barge ALSEA BAY en route to A-5 from Richmond Long Wharf and struck Richmond Harbor Channel Buoy 2. Barge scraped the buoy along its port quarter roughly 2'-3' above waterline. No damage to barge or tug was reported. The buoy was reported off station but was promptly moved back on station by CG Aids to Navigation Team (ANT) SF.	
<b>Marine Casualty - Allision, S/V LADY WASHINGTON; U.S. (02 Dec):</b> Vessel was en route to Sausalito when it allided with U.P. Railroad Bridge in Benicia, breaking off an 8-10 foot portion of its mast head. No other damage or injuries reported. No damage to the bridge was reported. S/V was allowed to proceed to Sausalito.	
<b>Marine Casualty - Fire, 42 Foot P/C at Pier 45 (06 Dec):</b> - Received report of engine fire on board 42-ft cabin cruiser moored at north end of SF Pier 45. Owner was able to safely disembark the vessel but remained to fight fire. Two units from STA SF, two units from STA GG, SFFD Marine Unit also responded. Owner and on-scene units were able to safely extinguish fire. No injuries, minor damage to vessel, and no pollution reported.	
<b>Marine Casualty - Allision, Tug HERO; U.S. (14 Dec):</b> Vessel was pushing Barge POTRERO enroute from Petaluma to SF Pier 50 when it attempted to transit Petaluma River's Haystack Bridge. Barge became wedged between the bridge's fender systems, blocking the waterway. STA VJ and Sector Investigating Officers responded and administered BAC test. Investigating Officers took statements from all involved. The barge was freed after the bridge fendering system was removed. Investigation pends.	
<b>Marine Casualty - Possible Allision, M/V YM FOUNTAIN; Liberia (21 Dec):</b> Vessel reported that it had possibly struck the SF Main Ship Channel Lighted Bell Buoy #1 while transiting inbound to SF Bay. Subsequently, VTS and incoming vessels could not locate buoy. ANT SF confirmed that the buoy could not be found. CGC ASPEN could not locate the buoy (only retrieved sinker and chain) but has successfully deployed a replacement. Investigation pends.	
<b>Marine Casualty - Personnel, M/V NASSAU PARADISE; Bahamas (22 Dec):</b> An Able Seaman was injured when a line parted during a vessel shift. The injury resulted in the individual being hospitalized for several days. After reviewing the vessel's minimum safe manning document the vessel had enough Able Seamen and was allowed to depart.	
<b>Marine Casualty - Allision, M/V PELOPONESIAN PRIDE; Panama (23 Dec):</b> Vessel reported that it possibly struck Buoy 5 in the Oakland Outer Harbor Entrance Channel while enroute to Oakland Berth 37. No damage reported for vessel. ANT SF verified buoy was on station and watching properly.	
<b>* C. COAST GUARD - GENERAL SAFETY/SECURITY CASES</b>	
<b>Navigation Safety - INOP 10cm Radar, M/V S. VENUS; Panama (10 Dec):</b> Vessel reported 10cm radar inoperable. Ltr of Deviation/LOD was issued for inbound transit. CG verified repairs w/ class society report.	
<b>Navigation Safety - INOP AIS, M/V KUALA LUMPUR EXPRESS; Greece (12 Dec):</b> VTS reported the vessel's AIS was not holding target. Vessel was issued an inbound and outbound LOD due to parts not being available until next port of call (Tokyo). CG Port State Control (PSC) verified repairs via class society.	

<p><b>Navigation Safety - INOP AIS, M/V PACIFIC LINK; Germany (16 Dec):</b> VTS reported the vessel's AIS was not transmitting a signal. LOD was issued allowing the vessel to transit inbound SF Bay to Oakland's SSA Terminal. The deficiency was corrected and was permitted to depart SF Bay by PSC.</p>	
<p><b>Navigation Safety - INOP AIS, Tug PACIFIC WOLF; U.S. (21 Dec):</b> VTS reported the vessel's AIS was not holding target. The vessel had cycled (turned off and on) the system three times with no success. VTS had the vessel secure the AIS until it was working properly. CG Domestic Inspections verified repairs to system.</p>	
<p><b>Navigation Safety - INOP AIS, M/V GLOBAL DIAMOND; Panama (25 Dec):</b> VTS reported that the vessel was unable to hold target while anchored in SF Bay. After cycling the system with no success, VTS had the vessel secure the system. LOD was issued allowing the vessel to transit to Sacramento. The vessel conducted repairs dockside and were confirmed by the vessel's classification society.</p>	
<p><b>SIGNIFICANT INCIDENT MANAGEMENT DIVISION (IMD) CASES:</b></p>	
<p><b>Mystery Sheen, Inbound Shipping Lane IVO Pier 45 and Crissy Field, SF: (20 Dec)</b> Sector SF Incident Management Division (IMD) received report from STA Golden Gate of a 1.5-mile by 200-yard sheen in the Inbound Shipping Lane between Pier 45 and Crissy Field off San Francisco. Pollution response team investigated but sighted no sheen. CG Air Station San Francisco helicopter located a light sheen IVO Alcatraz Island and Bay Bridge. No source was identified. Light sheen was deemed unrecoverable and dissipated quickly in winter weather conditions.</p>	
<p><b>Diesel Oil Spill, MUNI Station, San Francisco: (22-23 Dec):</b> IMD responded to the report of a sheen and heavy odor of diesel in the vicinity of Islais Creek Channel. IMD investigated and traced the source back to a San Francisco Municipal (MUNI) Railway Station underground storage tank. Although the station had a storm drain containment sump, diesel was pumped into the storm drain system during a heavy rainfall. The large amount of rainfall caused the storm drain system to overflow discharging &lt;5 gallons of diesel into the Islais Creek. Containment boom was placed around the outfall pipe to the creek. MUNI employees pumped product from the storm drain sump into a temporary storage tank on site. CG FOSCR (Federal On-Scene Coordinator Representative) participated in a Unified Command meeting with EPA, OSPR, MUNI, and SFPUC officials. 5 water samples were observed to contain no visible contamination and further threat to the coastal zone was negated. FOSC responsibility was passed to the EPA.</p>	
<p><b>SIGNIFICANT PORT SAFETY INFORMATION or EXERCISES</b></p>	
<p><b>Marine Safety/Security Information Bulletin 05-026 (28 Dec): "Proper Procedures for Personnel Conducting Annual Security Audits"</b> - MSIB was provided to Facility and Vessel Security Officers for the purpose of clarifying procedures for conducting proper annual audits of facility and vessel security plans.</p>	
<p><b>Waterways Analysis Management Study (WAMS):</b> The USCG is conducting its periodic study of regional waterways and is currently collecting input on the Southern Approach to San Francisco, Gulf of the Farallones and the San Francisco Approach waterways as described in the Light List. The public may provide input by several means until March 22, 2006: Contact Chief Warrant Officer Andrea Currie at the CG Sector San Francisco Waterways Management Division, telephone (415) 399-3458; email <a href="mailto:Andrea.F.Currie@uscg.mil">Andrea.F.Currie@uscg.mil</a>; User Surveys (for frequent users of those waterways) and User-Ride Checklists (for specific transits on those waterways) are available at <a href="http://homeport.uscg.mil">http://homeport.uscg.mil</a>. Use the Port Directory tab to select Captain of the Port Zone San Francisco and then find the surveys under Waterways Management&gt;Aids to Navigation. These surveys may be emailed or mailed to Chief Warrant Officer Currie at USCG Sector San Francisco.</p>	



# VTS Vessel Transit Stats

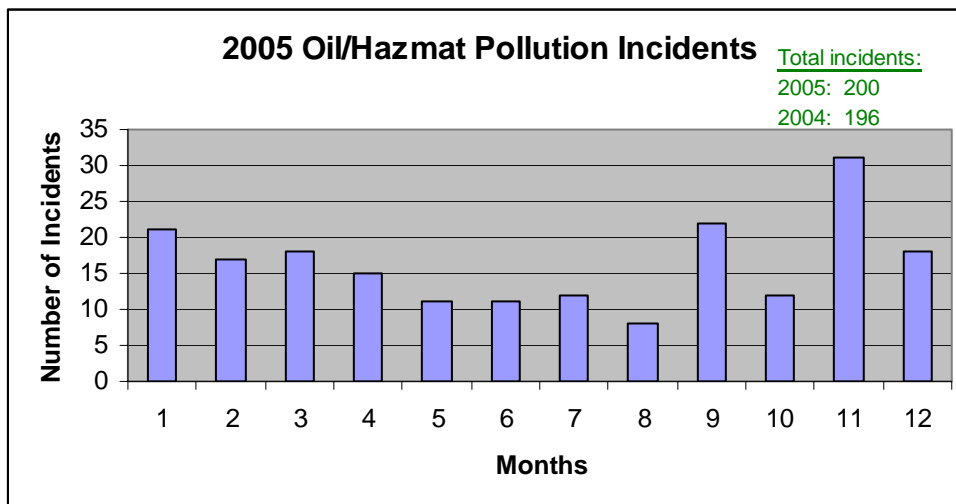
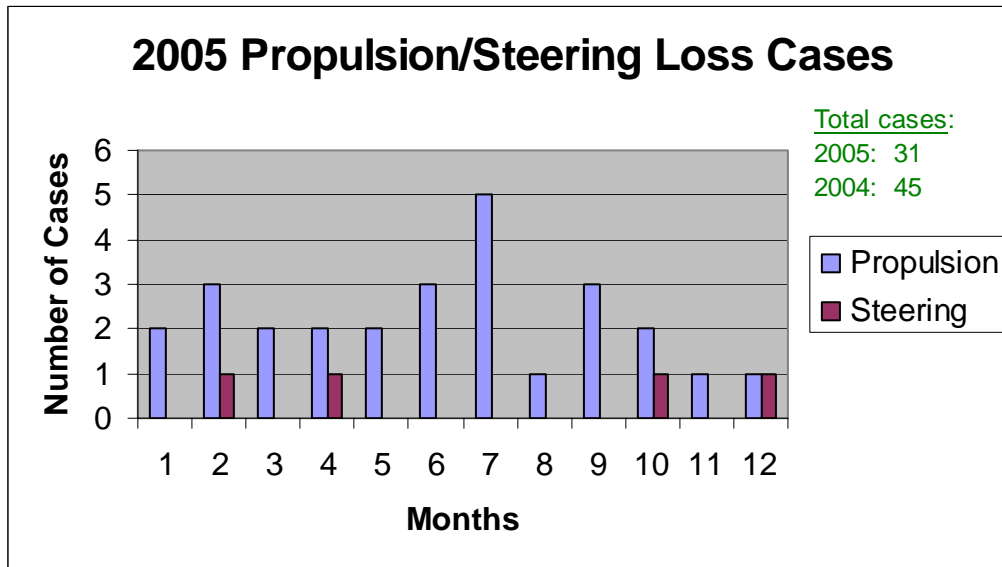
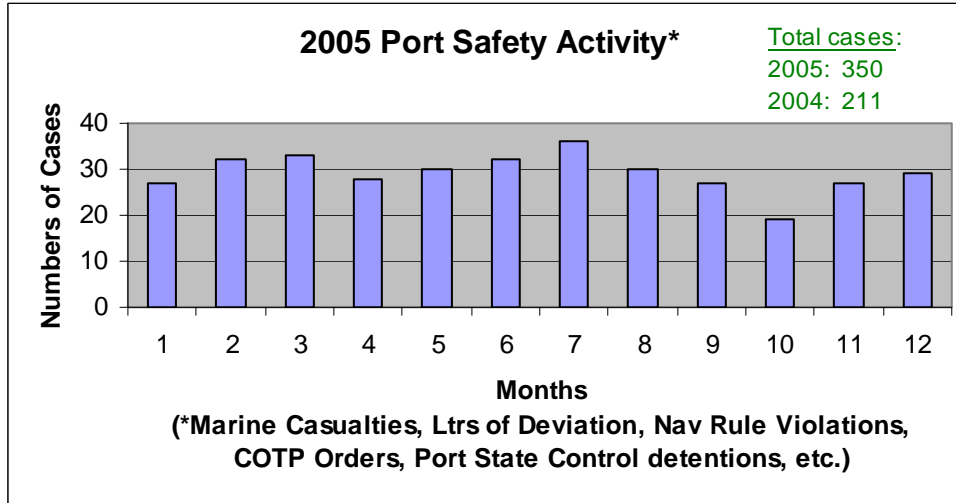
Transits include: all inbound, outbound & intrabay transits	# Transits Last month	# Transits this month	Pct chg fm last month	# Transits a year ago	Pct chg fm a year ago
Vessel Category	Nov-05	Dec-05		Dec-04	
<b>PUBLIC</b> (incl ACOE, Research, USCG, Naval etc.)	412	156	-62%	133	17%
<b>TANKER</b> (incl: ITB's)	165	165	0%	221	-25%
<b>CARGO</b> (incl container, bulker, & freight vsls)	405	405	0%	591	-31%
<b>TUGs with TOWS</b> (incl: ATB's and tank barges)	1994	1505	-25%	2525	-40%
<b>FERRIES</b> (incl both commuter and bay cruise ferries)	5918	5843	-1%	6229	-6%
<b>MISC</b> (incl: school ships, recreation, fishing, & unknown vsls)	1516	1446	-5%	532	172%
<b>PASSENGER</b> (incl cruise ships, and smaller charter vessels)	101	63	-38%	50	26%
<b>TOTAL vsl transits</b>	<b>10511</b>	<b>9583</b>	<b>-9%</b>	<b>10281</b>	<b>-7%</b>

**USCG Sector San Francisco 2005 Annual Report  
to the Harbor Safety Committee of the San Francisco Bay Region**

Navigation Rule 9 Violations:

2005: Five cases

2004: Four cases



# San Francisco Bay Clearinghouse Report For December 2005

## San Francisco Bay Region Totals

			<u>2004</u>
Tanker arrivals to San Francisco Bay	63		58
Tank ship movements & escorted barge movements	322		321
Tank ship movements	181	56.21%	180
Escorted tank ship movements	81	25.16%	88
Unescorted tank ship movements	100	31.06%	92
Tank barge movements	141	43.79%	141
Escorted tank barge movements	75	23.29%	79
Unescorted tank barge movements	66	20.50%	62
Percentages above are percent of total tank ship movements & escorted barge movements for each item.			
Escorts reported to OSPR	1		3

<b>Movements by Zone</b>	<b>Zone 1</b>	<b>%</b>	<b>Zone 2</b>	<b>%</b>	<b>Zone 4</b>	<b>%</b>	<b>Zone 6</b>	<b>%</b>	<b>Total</b>	<b>%</b>
Total movements	201		298		0		160		659	
Unescorted movements	100	49.75%	154	51.68%	0	0.00%	79	49.38%	333	50.53%
Tank ships	67	33.33%	99	33.22%	0	0.00%	44	27.50%	210	31.87%
Tank barges	33	16.42%	55	18.46%	0	0.00%	35	21.88%	123	18.66%
Escorted movements	101	50.25%	144	48.32%	0	0.00%	81	50.63%	326	49.47%
Tank ships	58	28.86%	76	25.50%	0	0.00%	42	26.25%	176	26.71%
Tank barges	43	21.39%	68	22.82%	0	0.00%	39	24.38%	150	22.76%

### Notes:

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

# San Francisco Bay Clearinghouse Report For 2005

## San Francisco Bay Region Totals

			<u>2004</u>
Tanker arrivals to San Francisco Bay	787		690
Tank ship movements & escorted barge movements	4,020		3,229
Tank ship movements	2,372	59.00%	1,869
Escorted tank ship movements	1,106	27.51%	917
Unescorted tank ship movements	1,266	31.49%	952
Tank barge movements	1,648	41.00%	1,360
Escorted tank barge movements	827	20.57%	703
Unescorted tank barge movements	821	20.42%	657
Percentages above are percent of total tank ship movements & escorted barge movements for each item.			
Escorts reported to OSPR	16		24

<b>Movements by Zone</b>	<b>Zone 1</b>	<b>%</b>	<b>Zone 2</b>	<b>%</b>	<b>Zone 4</b>	<b>%</b>	<b>Zone 6</b>	<b>%</b>	<b>Total</b>	<b>%</b>
Total movements	2,493		3,702		0		2,059		8,254	
Unescorted movements	1,170	46.93%	1,931	52.16%	0	0.00%	986	47.89%	4,087	49.52%
Tank ships	809	32.45%	1,251	33.79%	0	0.00%	549	26.66%	2,609	31.61%
Tank barges	361	14.48%	680	18.37%	0	0.00%	437	21.22%	1,478	17.91%
Escorted movements	1,323	53.07%	1,771	47.84%	0	0.00%	1,073	52.11%	4,167	50.48%
Tank ships	767	30.77%	1,040	28.09%	0	0.00%	565	27.44%	2,372	28.74%
Tank barges	556	22.30%	731	19.75%	0	0.00%	508	24.67%	1,795	21.75%

### 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**

**January 12, 2006**

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

The FY 2006 budget has been signed. We are planning for our FY 2006 projects.

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

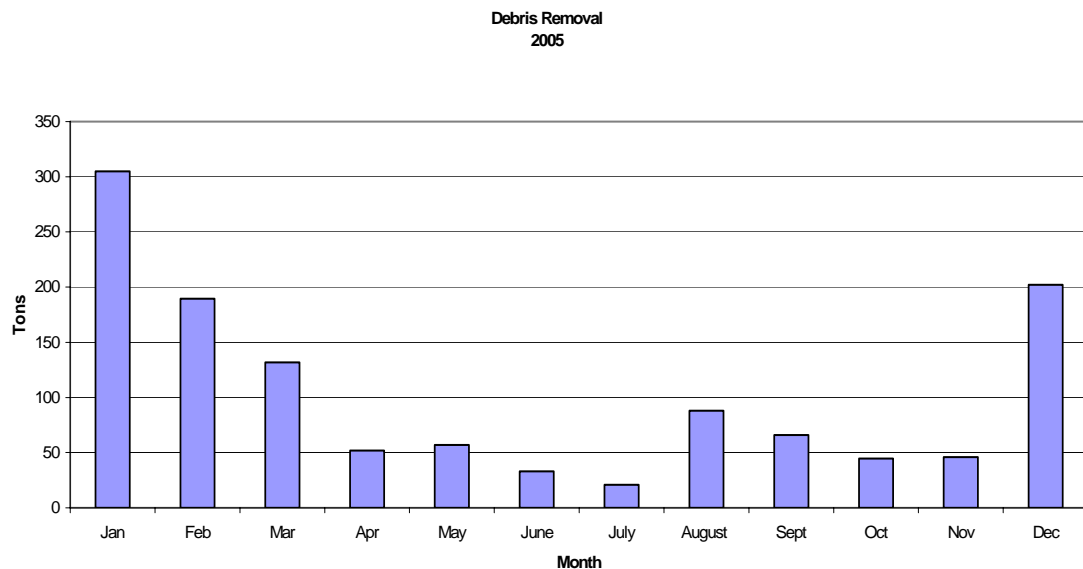
- a. **Main Ship Channel** – Scheduled to be dredged with the government dredge “Essayons” and will be disposed at SF-08 and off Ocean Beach. Dredging is scheduled to start mid May.
- b. **Richmond Outer Harbor and Southampton Shoal** – Scheduled to be dredged with the government dredge “Essayons” and will be disposed at the Alcatraz dredged Material Disposal Site (SF-11). Dredging is scheduled to start first part of June.
- c. **Richmond Inner Harbor** – The Corps is preparing a contract to dredge this material. The material is scheduled to go to the Ocean. Hamilton was considered as an alternate disposal site, but it will not be ready with the off loader by the time this project is dredged. Corps plans to issue a new contract for this project.
- d. **Oakland Outer and Inner Harbor** – The Corps plans to issue a new contract for the Oakland maintenance material this year. Material is scheduled to go to the Ocean with Hamilton as an option, if Hamilton is available. Anticipate starting O & M dredging about August 1, 2006
- e. **Suisun Bay Channel** – The government dredge “Yaquina” started Pinole Shoal on approximately October 1, 2005 and then continued on to dredge the Suisun Bay Channel and New York Slough. Because the “Yaquina” was not able to finish Pinole Shoal, Suisun Bay Cannel and New York Slough, the Corps was able to get some additional days on the government dredge “Essayons” to complete these projects. Corps plans to combine Pinole Shoal and the Suisun Bay Channel in a single contract this year. We plan to award this contract in the June 2006 timeframe. Dredging should start about mid June. Material is likely to be disposed of in bay.
- f. **Pinole Shoal** – The “Yaquina” started dredging Pinole Shoals on October 1, 2005. The “Yaquina” was not able to complete this project and approximately 60,000 cubic yards remained to be dredged. Because the “Yaquina” was not able to complete this project,

the Corps was able to get some additional days on the government dredge “Essayons” to complete this project. The “Essayons” started dredging on November 7, 2005. Corps plans to combine Pinole Shoal and the Suisun Bay Channel in a single contract this year. We plan to award this contract in the June 2006 timeframe. Dredging should start in June or July. Material is likely to be disposed in bay.

- g. **Redwood City** – Corps performed full testing on this material in FY05 – The Corps was able to reprogram approximately \$1,300,000 in funds in order to start dredging Redwood City in FY05. The contract was awarded to Dutra on September 13 and the notice to proceed was issued on September 23. Dutra started dredging Redwood City on October 31, 2005. The Corps consulted with the National Marine Fishes Service (NMFS) to allow dredging to continue into December. However, NMFS placed a 390,000 cubic yard limit on this project. We completed dredging on December 30, 2005 and barring on December 31, 2005. We believe that we have achieved project depth and we are performing the hydrographic surveys to confirm this. We anticipate completing the hydrographic surveys by the first part of next week.
- h. **San Bruno Shoal** – The San Bruno Shoal is officially part of the Redwood City Project. This area does not normally require dredging. However, this year it has shoaled and is limiting access to the rest of the project. This area was not included in the Redwood City Contract. To alleviate this problem, the Corps was issuing a contract to perform a knockdown in this area. However, the area has continued to shoal and it appeared that a knockdown would not be effective. Therefore, the Corps had the government dredge “Essayon” dredge this material and take it to SF-10 and SF-11.

## 2. DEBRIS REMOVAL

The total tonnage of debris collected on the San Francisco Bay for December 2005 was 202 tons; this is up from the 46 tons collected in November 2005.



### **3. UNDERWAY OR UPCOMING HARBOR IMPROVEMENTS**

#### **a. Oakland 50-ft –**

The project goals are to get the Outer Harbor down to 46 feet first, then to get the Inner Harbor down to 46 feet. After the 46 foot depth is achieved, then we will take the project down to the 50-foot depth. By phasing the project in this way the project sponsor will get a greater utilization until the 50-foot depth is achieved. We continue to make progress, but there have been some delays. The Corps has four contracts underway. The first contract is for the containment structure for middle harbor. The work for this contract is complete. The second contract is the dredging contact. 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 is complete. We dredged approximately 3,400,000 cubic yards or more under this contract. The third contract is a marine construction contract for the last phase on the Inner Harbor Turning Basin. This contract is scheduled to complete this summer.

The Corps awarded an additional contract. This one is to deepen the entrance channel to 50 feet. This material is scheduled to go to the Montezuma Wetlands Restoration Project. This contract was awarded on October 18, 2005. Dredging under this contract is anticipated to start this week.

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

There is approximately 48 million dollars in the budget for this year.

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

There has been no emergency dredging in FY 2005 and the Corps is working hard in its dredging program to try to eliminate the need for emergency dredging. For example, in FY 2004 we continued to perform advanced maintenance in the Suisun Channel at Bull's Head Reach. However, we did perform a knockdown on a shoal in the Redwood City Channel.

### **5. OTHER WORK**

#### **San Francisco Bay to Stockton**

#### **Project continues to move forward**

The San Francisco District is looking at a General Re-evaluation Report (GRR) to deepen the John F. Baldwin Ship and Stockton Deep Water Ship Channels. This would be only 1 or 2 feet. Division has given ok to proceed with study. The Corps received approximately \$250,000 for this project in FY 05. For FY06 there is approximately \$200,000 in the budget and another \$67,000 is scheduled to be provided by the sponsor under the cost share. The Corps has

finalized the scope for the full General Re-evaluation Report (GRR) and we have completed the Project Management Plan. The Project Management Plan and the Design Agreement were approved by the Port of Stockton's Board on April 5, 2004. Contra Costa County has existing agreement in place with the Port of Stockton that they can utilize for this project. The goal is to complete the GRR by 2007. The San Francisco District has brought in the Corps Engineer Research and Development Center (**ERDC**) to address the issue of no return water from a dredge material disposal site that is being required by the Central Valley Regional Water Quality Control Board. The hydrographic survey has been completed and a salinity model for the non project condition has been completed and we are planning to complete the salinity model for the 40 foot project condition by January 2006. We have flown the orthophotos (corrected photo map) of the project while the vegetation was at a minimum. We were able to reprogram some funds which enabled us to complete this work. We are looking at how to address the areas of low dissolved oxygen and agriculture runoff for portions of this project.

The San Francisco District is working with the Sacramento District to help develop a Long Term Management Strategy (LTMS) the dredging and disposal of dredged material for the Delta. We have met with the agencies that developed the San Francisco Bay LTMS to see the best was to go about this and to learn from their experiences. There is approximately \$225,000 in the budget for the Delta LTMS in the budget this year. The Project Manager for the Delta was in the Sacramento District, but this position has been moved to the San Francisco District. The Port of Stockton and Contra Costa County have been incorporated into the LTMS group. The Division will have a Project Manager to coordinate all of the Corps issue in the Delta.

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

**Status – Project has continued to move forward at a slow pace. The Sponsor was able to come up with approximately \$50,000 to continue this project.**

The San Francisco District has taken over the Sacramento River Deep Water Ship Channel Deepening Project from the Sacramento District. This project is looking to continue the authorized deepening project of the channel from 30 feet to 35 feet. The Corps has received approximately \$350,000 for this year. The Corps developed a Project Management Plan (PMP) and the Port concurred to initiate the study in July 2002. We are doing a Limited Re-evaluation Report (LRR) that focuses on economics and updating the environmental documentation. The studies should take approximately 24 months. We are continuing to work on this project. We have awarded the contract for the salinity model and have received the draft report. The initial estimate is we will need capacity to dispose of approximately 6.5 million cubic yards of material. In reviewing the project we have had to reestablish the channel location and the review shows that some portions of the channel were never built to the required specifications. The San Francisco District has brought in the Corps Engineer Research and Development Center (**ERDC**) to address the issue of no return water from a dredge material disposal site that is being required by the Central Valley Regional Water Quality Control Board. We have developed a sampling and analysis plan (SAP) for sediment testing and it has been submitted to the Central Valley Regional Water Quality Control Board for review and approval. We have flown the orthophotos (corrected photo map) of the project while the vegetation was at a minimum. The data is being



processed. The maps are due in May. The hydrographic survey has been completed. This project is not in this years budget.

### **Hydrographic Survey Update**

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

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

Main Ship Channel – complete November 15, 2005

Pinole Shoals – complete November 19 & 20

Suisun Bay Channel and New York Slough – not complete

Redwood City – not complete – Expect completion the first part of next week.

San Bruno Shoal – complete – November 21 & 24

Oakland Inner and Outer Harbor – complete November 30 and December 5-9

The priorities for the next hydrographic surveys are to complete the Oakland Inner Harbor Turning Basin and the Oakland Entrance Channel for the 50 foot Deepening Project.

# **KAYAKERS, BE ALERT!**

- ❖ Assume that others cannot see you
- ❖ Big ships move ***FAST***
- ❖ Do you know what's behind you?



**NOAA 2005-R400**  
**FOR IMMEDIATE RELEASE**  
**Contact: Ben Sherman**  
**1/4/06**

[NOAA News Releases 2006](#)

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## **NOAA STUDY SHOWS VALUE OF PORTS© PROGRAM TO MARINE TRANSPORTATION INDUSTRY** **Tampa Bay System Is First to Quantify Economic Benefits**

The Tampa Bay economy receives more than \$7 million a year in savings and direct income from the operation of the Physical Oceanographic Real-Time System® (PORTS©), according a new NOAA sponsored study. The report details the first study of the navigational aid which is in operation at 13 major ports across the United States.

Tampa's PORTS© system provides accurate real-time oceanographic information tailored to the specific needs of the 6,700 commercial vessels transiting Tampa Bay each year.

"The PORTS© system is a good example of how research and observing system development expertise can be applied to support safe, efficient and environmentally sound marine transportation," said retired Navy Vice Admiral [Conrad C. Lautenbacher](#), Jr., Ph.D., under secretary of commerce for oceans and atmosphere and NOAA administrator.

"Tampa Bay PORTS is an excellent example of NOAA'S creativity and technological expertise," said Richard Wainio, port director and chief executive officer of the Tampa Port Authority. Tampa Bay maritime users have realized enhanced navigational safety while transiting the long channels of the harbor. This has resulted in more efficient loading logistics, enhanced vessel traffic management, and better protection of the environment and citizens of the Tampa Bay region. It is especially helpful for both planning and maintaining the flow of maritime commerce, during periods of disturbed weather conditions."

"This study validated what we have been hearing for some time," said Mike Szabados, director of the NOAA's Ocean Service Center for Operational Oceanographic Products and Services. "It quantified the benefits as being far greater than the cost of the system and demonstrates that the system provides valuable support for the safe and efficient maritime commerce necessary for a healthy economy. The benefits are not just good, they are impressive."

The most significant change in maritime shipping operations in the bay in the 1990s occurred when Harbor pilots onboard vessels began using portable computers to access PORTS© in real-time. During this time, groundings decreased by half. With tankers accounting for 2,200 transits per year, the 50% reduction in groundings translates into a conservative estimate of \$2.8 million in avoided costs annually. The PORTS© system was installed in Tampa in 1990.

The system provides real-time data available to load ships to drafts 12 inches or more above what had been considered the safe guideline. The additional capacity for the phosphate trade alone in Tampa Bay could equal an increased benefit of \$1.1 million each year.

Even though hazardous chemical spills in Tampa Bay are rare, at a conservative estimate the additional efficiency and accuracy of applying these data would avoid nearly \$1.8 million per year in losses.

PORTS© data are used to enhance area weather and coastal marine forecasts, particularly coastal flooding.

Tampa Bay is considered one of the most storm surge threatened areas in the country because of its large coastal population and its geography. Applying PORTS© data risk formulas for forecasts in the area gives it an estimated yearly value of \$2 million.

Recreational boaters, using better real-time information available through PORTS©, may make more excursions, bringing an estimated \$946,000 to the economy each year. Fishermen looking for water temperature and tidal data to improve their catch contribute another estimated \$150,000 per year in port area income.

The report was authored by Hauke Kite-Powell, Ph.D., of the Woods Hole Oceanographic Institute Marine Policy Center, who designed the method of identifying as well as collecting and quantifying the data. The Tampa study was the first application of the methodology which NOAA plans to use in evaluation of PORTS© systems in Houston and New York in 2006.

PORTS© systems also operate in San Francisco Bay; Chesapeake Bay, which serves Delaware, Maryland and Virginia; Narragansett Bay, Rhode Island; Soo Locks, Michigan; Los Angeles/Long Beach, California; Delaware River and Bay; Tacoma, Washington; Port of Anchorage, Alaska; New Haven, Connecticut and the Lower Columbia River, bordering Oregon and Washington.

The National Oceanic and Atmospheric Administration, an agency of the U.S. Commerce Department, is dedicated to enhancing economic security and national safety through the prediction and research of weather and climate-related events and providing environmental stewardship of our nation's coastal and marine resources. Through the emerging Global Earth Observation System of Systems (GEOSS), NOAA is working with its federal partners and nearly 60 countries to develop a global monitoring network that is as integrated as the planet it observes.

On the Web:

NOAA: <http://www.noaa.gov/>

NOAA National Ocean Service: <http://oceanservice.noaa.gov>

PORTS©: [http://co-ops.nos.noaa.gov/d\\_ports.html](http://co-ops.nos.noaa.gov/d_ports.html)

## SAN FRANCISCO HARBOR SAFETY COMMITTEE 2006 WORK GROUPS

### **Tug Escort Work Group:**

Fred Henning, Chair  
Pete Bonebakker  
Peter Peers  
Bob Pinder  
Rich Smith

### **Navigation Work Group:**

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Len Cardoza  
Gary Fleeger  
LCDR Ross Sargent, USCG  
Gerry Wheaton, NOAA

### **Ferry Operations Work Group:**

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Michael Beatie  
Kip Carlson  
Sue Cauthen  
Scott Humphries, USCG VTS  
Marina Secchitano  
Gerry Wheaton, NOAA

### **Prevention Through People Work Group:**

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Sean Kelley/Lt. David Valadez, USCG  
Bob Pinder/Kip Carlson  
Linda Scourtis

### **P.O.R.T.S. Work Group:**

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Bob Pinder  
Gerry Wheaton/Becky Smyth: NOAA