

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, April 12th, 2007

Port of Richmond, Harbormasters Office 1340 Marina Way South, Richmond, California

Joan Lundstrom, Chair of the Harbor Safety Committee of the San Francisco Bay Region (HSC), Bay Area Conservation and Development Commission (BCDC); called the meeting to order at 1005. **Alan Steinbrugge**, Marine Exchange of the San Francisco Bay Region (Marine Exchange); confirmed a quorum of the HSC.

The following committee members (M) were in attendance: **John Berge** (M) Pacific Merchant Shipping Association; **Margot Brown** (M) National Boating Federation; **Len Cardoza** (M) Port of Oakland; **Ron Chamberlain** (M) Port of Benicia; **Sue Cauthen** (M) San Francisco Tomorrow; **Capt. Fred Henning** (M) Baydelta Maritime; **Marina V. Secchitano** (M) Inlandboatmen's Union; **Capt. William J. Uberti** (M) U.S. Coast Guard (USCG); **Gerry Wheaton** (M) National Oceanic and Atmospheric Administration (NOAA) and **Thomas Wilson** (M) Port of Richmond; **Shelah Sweatt** (B), Army Corps of Engineers.

Also present were **Capt. Lynn Korwatch**, Marine Exchange; **LtCmdr. Kevin Mohr**, USCG; **Capt. Gary Toledo**, California Office of Spill Prevention and Response, (OSPR);

The meeting was open to the public.

Approval of the Minutes

There were no corrections to the minutes of March 8th, 2007.

Comments by the Chair – Joan Lundstrom

- **Joan Lundstrom** was pleased to report that the Harbor Safety Committee of the San Francisco Bay Area won the award for the Harbor Safety Committee of the Year. The award is a tribute to everyone, all who participate in workgroups meetings and the broad input from all to the HSC, as well as the informal workgroups that continue to work together with the Coast Guard. Margot Brown will happily accept the award on behalf of the HSC. Margot will be chairing a *Navigational Panel* as well as a *Best Practices Panel* at the National Harbor Safety meeting.
- Lundstrom will not be in attendance for the May meeting, Rich Smith will chair in her absence.
- SB 965 will be heard on Monday. David Hull will be speaking with Lundstrom as backup. They are pleased to get support from 5 HSC committees as well as many others who have sent letters including 8 environmental agencies to establish PORTS (but does not fund PORTS). OSPR would provide over site, and NOAA would verify the integrity of the system as well as prevent oil spills in the harbors, and to protect wildlife (including the major bird population).
- Information for SB 965 will be attached to the minutes.

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Coast Guard Report – Capt. Uberti

LtCmdr. Mohr read from reports that are attached to these minutes.

- A letter of warning was issued to Fast Friend who was under sail and should not have hit another vessel.
- **Gerry Wheaton** commented that education should be extended to ferry operators as well as the public in regards to safety zones.
- **Capt. Uberti** reported that a Norwegian vessel that was grounded in the Tesoro/Pittsburg area, there was no pollution found, and an underwater survey was completed.
- The All-Star game is scheduled at the Ball Park for July 10th, 2007. There will be security zones for Piers 32-48 with more details to follow at the next HSC meeting as well as Marine Safety Bulletins. SFPD has the lead on this event with the Coast Guard assisting.

Clearinghouse Report – Steinbrugge

- One possible violation was reported to OSPR as well as one notification of a vessel arriving at the Pilot Station without escort paperwork was reported in March. Seven incidents were reported in 2007 and nine in 2006.

Steinbrugge reviewed the details of the Clearinghouse Report attached to these minutes.

OSPR Report – Capt. Toledo

- Congratulations to the HSC on winning the HSC of the year award, OSPR is confident and will continue its efforts which include PORTS having just finished some contracts. Lisa Curtis and most of the OSPR staff are out on the coast and will get the HSC news later today.
- Several terms on the HSC will expire in June. Please reapply before the April 27 deadline. If you are leaving the HSC, please make recommendations. All are encouraged to reapply and continue the good work.

NOAA Report – Gerry Wheaton

- The NOAA survey vessel *NRT6* is not back in harbor. The open house tour in Richmond will be rescheduled for July.
- There was a meeting with the pilots in regards to nautical charts.
- NOAA will celebrate its 200th Anniversary. Information may also be found at: <http://celebrating200years.noaa.gov/>. NOAA is seeking assistance in hanging a series of 20 banners that are 60 square feet in size. Possible sites include the Ferry building, and are looking for more sites, suggestions are appreciated.
- NOAA is looking for a function to piggyback with in July or August (when the senate & congress are out).

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- There was a climate change meeting with NOAA, fisheries and marine sanctuaries in attendance (Article on the meeting can be found in the San Jose Mercury news). There has been a 4 degree temperature change in the US due to climate change and El Niño. Rainfall and snow packs are all impacted. Climate change migration needs to be included in the HSC plan and taken into consideration with the Coast Guard as well as State Lands.
- A poster sized map of California's major Seaports was presented on behalf of David Hull. Details show how the harbor is put together. All present are encouraged to look at the map later and note that it will also be shown at the MTS meeting in May. (There is more discussion regarding the poster map and ordering at least 25 for the HSC).
- An In depth discussion of climate change will be added to the agenda for a later meeting, possibly the June, July or September.
- **Lundstrom** comments that the effort needs to be made now to get started for next year to make sure that climate change is included in the HSC plan.

Army Corp of Engineers (COE) Report

The COE was represented by Shelah Sweatt. A report dated April 12th, 2007 is attached to these minutes.

- In additions, **Len Cardoza** commented with regards to the Port of Oakland's outer harbor being deepened and will go into middle harbor for habitat. Dredging also continues. The Port of Oakland has 15 million dollars. The COE has an additional fifteen million dollars. The Harbor maintenance trust fund received very favorable comments from the administration and is moving forward.

State Lands Commission Report - Chris Beckwith

The State Lands Commission report was given and is attached to these minutes.

There will be a customer service meeting is tentatively scheduled for June 6th or 13th.

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

- The report was given and is attached to these minutes.
- **Sue Cauthen** asked why the TAC meeting was cancelled. The response, not known was given and to check with Mary Culnane. **Marina Secchitano** offered some insight about the lack of a quorum and went on to report that vessels are under construction and will soon to be moving forward to South San Francisco. Looking forward to receiving money in bonds issued in connection with Senator Perata. It was further clarified that by September 2008 the first ferries are schedules for South San Francisco, with the second ferries in the East Bay at a Berkeley location (still to be determined) followed by Antioch and Redwood City ferries. **Lundstrom** asks for an update on the ferries as the date approaches and additional issues arise.

Plan Work Group – Linda Scourtis

- Updates to the 2006 HSC plan are due and since Scourtis will not be in attendance at the May 10th HSC

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meeting, please get updates in by May 11 so that the revised plan can be put together by June.

Lundstrom comments that an annual update is required by law and is to be voted on at the June meeting.

Tug Escort Work Group – Capt. Henning

- **Fred Henning** gave a report. There will be reviews and a follow-up meeting on Tuesday April 17th at Bay Delta at 1330, which is open to all with a notice to be sent out. **Lundstrom** comments on the revised regulations in cooperation with OSPR, and also important to mention is that LA/Long Beach takes a look at the Tug Escort group as well.

Navigation Work Group – Capt. Pinder

- There was no report given.

Ferry Operations Work Group – Davey

- There was no report given. There were comments by **Gerry Wheaton** on the volunteer system, with further comments by **Lundstrom** that Pilots should also be included and also that changes need to be agreed upon by the whole committee.
- The next Ferry Operations Work Group meeting will be Tuesday May 1st, Pier 1 in San Francisco at 10am

Prevention Though People Work Group – Margot Brown

- The next meeting of the PTP work group will be Tuesday May 1st, in Hercules at the State Lands Commission office at 10am
- The update of the *Where the Heck is Collinsville* brochure is getting its final touches.
- Need to reprint Kayak stickers (5000 were originally printed).
- Help is needed with the distribution of stickers and brochures to the kayak rental operations.
- There was comment by **Lundstrom** about the National HSC meeting and further comment by **Brown** about the World Summit meeting, the American Canoe Association as well as money given by OSPR.
- **Gerry Wheaton** asks about the water trail and **Brown** responds that the Water Trail will be presented to the Coastal Commission and BCDC. The Coastal Conservancy will be in charge of the distribution of funds for the grant that was received. Looking into overnight accommodations at marinas and motels, etc. in SF Bay only for self propelled vessels (Humboldt Bay is also looking in to it as well). There are 130 landing points for Kayaks and Canoes; some are more accessible than others. There are safety issues to be addressed, required signage and there will be almost immediate approval of places to launch as well as facilities such as showers, etc. Marinas are very interested, but parking has not been solved for the launch sites. **Lundstrom** suggests this be a topic for a future agenda, when sites are approved, for safety areas, with signage and education required. Sarah from BCDC would be happy to do some presentations.

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

- There was no report given. There were comments, the next meeting is April 16 at State Lands in Hercules and it would be helpful if a representative from a Port Authority was present.

PORTS Report – Alan Steinbrugge

- The installed systems are running well.
- The Richmond tide station and meteorological sensors are still scheduled to be installed in May.

There were comments in regards to the shortage of Coast Guard 8 foot buoys and that a new company is underway with manufacturing. USCG advises they hopefully will have buoys for the current sensors by the end of the year.

Gerry Wheaton commented that the NOAA team is currently in Alaska, so timing is not great.

Public Comment

Gerry Wheaton reported that Steve Thompson is now retired and back in California.

Old Business

Steinbrugge comments that an updated Harbor Safety Committee members list has been distributed, please double check your information and advise of any corrections.

New Business

Jennifer Eng, Oakland Fire Department requests help in trying to get the fireboat back in service. Looking for alternate funding, grants, water reserve and trying to make headway with the new mayor. They will be receiving 25K from the Port of Oakland. The firehouse is closed. There is comment from several committee members with regard to reopening the firehouse with a crew of 5 and rehabilitating the fireboat. **Lundstrom** comments further about the HSC taking a stand when the firehouse was slated to close, while it is safety related, the HSC is here to prevent spills and accidents on the water. In the past there was reluctance. This will be added to the June agenda so it can be addressed for discussion and additional information.

Lynn Korwatch reviews upcoming events and meetings starting with May 10th the annual Marine Exchange MAYDAY party to which all are invited. **Capt. Uberti** adds that the next AMSC meeting has been moved to July 17th instead of July 10th due to the All-Star game being held at the ball park.

Korwatch continues that the National HSC meeting coming up will be held in conjunction with many other related meetings in the Chicago area. **Len Cardoza** adds that 2 meetings are coming up, an all day meeting tomorrow at BCDC, 26th floor on Dredging Materials and Management, and on May 2 & 3 will be attending the annual meeting in Sacramento where they will address the Harbor Maintenance fund, Environmental windows and Global Warming as well as PORTS funding. **Margot Brown** adds that Sunday April 29 will be

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Opening Day on the Bay. There will be a blessing of the fleet at Marina Green going to Pier 39 at noon. A Coast Guard restricted zone will begin at 10 a.m. **Cmdr. Gordon Loebel** adds that May 31st will be Maritime Security Industry Day and it will be held at Cal Maritime.

Next Meeting

Lundstrom said that the next meeting would convene at 1000, May 10th, 2007 at Pier 1, Port of San Francisco, San Francisco, California.

Adjournment

A motion to adjourn was made and seconded. There was no further discussion. The motion passed unanimously. The meeting adjourned at 1135.

Respectfully submitted,



Captain Lynn Korwatch
Executive Secretary

SB 965. California Physical Oceanographic Real-Time System (CalPORTS)
introduced by Senator Alan Lowenthal

"This bill would authorize the (OSPR) administrator, in cooperation with the National Oceanic and Atmospheric Administration/National Ocean Service, port authorities and harbor safety committees, to establish, operate and maintain a CalPORTS information network linking existing and proposed information systems, to improve the efficiency and access to critical environmental information affecting safe navigation."

The bill was heard Monday, April 16th by the Senate Environmental Quality Committee, which approved the bill 6-0 and by the Assembly Natural Resources Committee, which approved the bill 6-3 (Republicans voting against).

Testifying before the Senate Committee were David Hull, Chair of the Humboldt Bay Harbor Safety Committee (HSC) speaking on behalf of the five HSC's; speaking in support were Tim Schott, California Association of Port Authorities and Ken Levine, San Francisco Bar Pilots. There was no stated opposition expressed at the Senate Committee. I did not speak, but was introduced as representing the San Francisco Harbor Safety Committee. We did not appear on the Assembly side, so do not know of any discussion.

Next, the continuing search for funds.

Joan Lundstrom, Chair

San Francisco Harbor Safety Committee

USCG SECTOR SAN FRANCISCO	
SAN FRANCISCO HARBOR SAFETY STATISTICS	
March-07	
PORT SAFETY CATEGORIES	
	TOTAL
1. Total Number of Port State Control Detentions for period:	4
SOLAS (2), MARPOL (0), ISM (2), ISPS (0)	
2. Total Number of COTP Orders for the period:	6
Navigation Safety (5), Port Safety & Security (1), ANOA (0)	
3. Marine Casualties (reportable CG 2692) within SF Bay: Allison (1), Collision (1), Fire (0),	5
Grounding (0), Sinking (0), Steering (0), Propulsion (3), Personnel (0), Other (0)	
4. Total Number of (routine) Navigation Safety related issues / Letters of Deviation	2
Radar (1), Steering (0), Gyro (0), Echo sounder (0), AIS (1), AIS-835 (0)	
5. Reported or Verified "Rule 9" or other Navigational Rule Violations within SF Bay	0
6. Significant Waterway events or Navigation related cases for the period:	0
7. Maritime Safety Information Bulletins (MSIBs): MSIB 06-05	0
Total Port Safety (PS) Cases opened for the period:	17
MARINE POLLUTION RESPONSE	
	TOTAL
Total Oil/Hazmat Pollution Incidents within San Francisco Bay for Period	8
* Source Identification (Discharges and potential Discharges):	
TOTAL VESSELS	5
Commercial Vessels	2
Public Vessels (Military)	1
Commercial Fishing Vessels	0
Recreational Vessels	2
TOTAL FACILITIES	1
Regulated Waterfront Facilities	1
Other Land Sources	0
UNKNOWN/UNCONFIRMED	2
*Spill Information	
Pollution Cases Requiring Clean-up	8
Federally Funded Cases	1
Oil Discharge and Hazardous Materials Release Volumes by Spill Size Category:	
1. Spills < 10 gallons	7
2. Spills 10 - 100 gallons	0
3. Spills 100 - 1000 gallons	1
4. Spills > 1000 gallons	0
5. Spills - Unknown	0
Total Oil Discharge and/or Hazardous Material release volumes:	159
1. Estimated spill amount from Commercial Vessels:	2
2. Estimated spill amount from Public Vessels:	4
3. Estimated spill amount from Commercial Fishing Vessels:	0
4. Estimated spill amount from Recreational Vessels:	2
5. Estimated spill amount from Regulated Waterfront Facilities:	1
6. Estimated spill amount from Other Land Sources:	0
7. Estimated spill amount from Unknown sources:	150
Penalty Action:	
Civil Penalty Cases for Period	3
Notice of Violations (TKs)	1
Letters of Warning	2

** SIGNIFICANT PORT SAFETY & SECURITY (PSS) CASES **	
* A. MARINE CASUALTIES - PROPULSION / STEERING / COLLISION	
Marine Casualty - Collision, P/V NAIAD (3 Mar): Passenger vessel was hit by S/V FAST FRIEND near Pier 39. P/V was holding position waiting for its turn to moor, when it viewed the S/V headed straight for it. The P/V issued three short blasts prior to the S/V colliding with the P/V's port stern quarter. CG Station Golden Gate responded and conducted alcohol tests with negative results. P/V NAIAD transited to Pier 39 and disembarked all 28 passengers without incident. S/V FAST FRIEND sustained approx \$5,000 damage to its port hull and was issued a letter of warning.	
Marine Casualty - Allision, Tug LYNN MARIE (8 Mar): Tug struck 9 pilings at Richmond Long Wharf causing \$54,000 of estimated damages to the pilings with no damage to the vessel. The operator of the tug was a licensed trainee who accidentally accelerated his vessel at the wrong time. Alcohol and drug tests were conducted with negative results. Case pends.	
Marine Casualty - Limited Propulsion, Tug MIKIONA (13 Mar): Tug sustained damage to its starboard engine fuel pump resulting in limited power and maneuverability while transiting from San Pablo Bay to Richmond 6. Tug was pushing a barge loaded with 84,000 gal of unleaded gasoline. Tug Apollo was alongside during the engine casualty, and assisted to bring the barge under control. COTP order was issued requiring a two-tug assist, and the vessel transited into Richmond 9 without incident. The COTP order was rescinded following repairs.	
Marine Casualty - Loss of Propulsion, SS CAPE MOHICAN (17 Mar): Vessel lost feed water to its starboard steam boiler causing it to shut down while the vessel was 40 nm offshore Monterey Bay inbound to San Francisco Bay. The crossover valve to the port boiler was not closed, which led to the port boiler shutting down, as well. The vessel drifted with only battery power while awaiting tug assistance. A COTP order was issued requiring the vessel to maintain a two-tug escort for the remainder of its inbound transit to the sea buoy, as well as a four-tug escort with sufficient horsepower to maneuver the vessel throughout its transit from Golden Gate Bridge to Berth 15 in Alameda. The vessel continued its transit with tug assist without incident. Proper repairs were made and the COTP order was rescinded on 28 Mar. Investigators found that the port boiler loss could have been avoided if vessel engineers had closed the crossover valve following the loss of the starboard boiler in accordance with the ship's emergency procedure. Letters of warning were issued to several of the vessel's engineers.	
Marine Casualty - Limited Propulsion, P/V SOLANO ENGINE (23 Mar): Passenger vessel's coolant line in its jet room became unattached when the vessel was east of Alcatraz Island as it transitted with passengers from the Vallejo Ferry Terminal to Pier 41. Vessel shut down its starboard engine and shifted to its port engine to continue its transit without incident. Vessel returned to Vallejo where repairs were made.	
* B. DETENTIONS - VESSEL SAFETY CONDITIONS	
Marine Casualty - Detention - M/V SITEAM ANATAS (9 Mar): Foreign-flagged vessel was detained to the Port of Stockton for safety management deficiencies. The COTP detention was ammended on 10Mar allowing the vessel to depart Stockton for Anchorage 9 under tug assist. Vessel affected repairs and departed Anchorage 9 after the COTP order was rescinded.	
Marine Casualty - Detention - T/V BLACK POINT (13 Mar): Vessel was detained at Anchorage 9 due to pollution & safety management deficiencies and a lack of hydraulic oil for its steering gear. Vessel was allowed to conduct cargo ops on 15Mar, and the COTP order was rescinded on 29Mar after deficiencies were addressed.	
Marine Casualty - Detention - T/V KINUGAWA (28 Mar): Vessel was detained in the port of San Francisco for several safety deficiencies including low firepump pressure and port lifeboat davit condition during a CG port-state inspection. The COTP order was rescinded on 30 Mar after repairs were made to the firepump and the vessel procured additional liferafts to compensate for its damaged davit.	
* C. COAST GUARD - GENERAL SAFETY/SECURITY CASES	
Navigation Safety - M/V HORIZON TRADER (15 Mar): Vessel reported inoperable 10cm radar and was issued an inbound LOD requiring at least two nautical miles of visibility to transit and verification of repairs prior to departure from San Francisco Bay. Written verification of repairs were made, and LOD was rescinded on 21Mar.	
Navigation Safety - M/V MSC MARIANNA (16 Mar): Vessel's AIS was reported inoperable while in transit from LA/LB. An inbound LOD was issued prohibiting the use of the inoperable AIS until proper repairs could be made. The LOD was rescinded on 17 Mar after repairs were made, and the vessel departed without incident.	
Navigation Safety - M/V TRIESTE (19 Mar): Vessel was detained via COTP order after failing its fire drills during a CG port-state inspection. COTP order was rescinded on 19 Mar after correcting the deficiency.	
SIGNIFICANT INCIDENT MANAGEMENT DIVISION (IMD) CASES:	
Mystery Drum- San Francisco Bay (03 Mar): 150 gallon cement tank washed ashore on Angel Island. USCG hired Parker Diving to safely remove and dispose of the tank, which contained at least 100 gallons of oil sludge. CG was unable to determine the owner of the tank.	
SIGNIFICANT PORT SAFETY INFORMATION or EXERCISES	
None.	

San Francisco Bay Transit Stats Mar07

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	Feb-06	Mar-07		Mar-06	
PUBLIC (incl ACOE, Research, USCG, Naval etc.)	167	218	31%	214	2%
TANKER (incl: ITB's)	201	167	-17%	217	-23%
CARGO (incl container, bulker, & freight vsls)	362	290	-20%	481	-40%
TUGs with TOWS (incl: ATB's and tank barges)	1423	1055	-26%	2226	-53%
FERRIES (incl both commuter and bay cruise ferries)	5006	5438	9%	6031	-10%
MISC (incl: school ships, recreation, fishing, & unknown vsls)	1359	2365	74%	1365	73%
PASSENGER (incl cruise ships, and smaller charter vessels)	13	15	15%	26	-42%
TOTAL vsl transits	8531	9548	12%	10560	-10%

San Francisco Bay Clearinghouse Report For March 2007

San Francisco Bay Region Totals

		<u>2006</u>
Tanker arrivals to San Francisco Bay	60	66
Tank ship movements & escorted barge movements	394	284
Tank ship movements	215	128
Escorted tank ship movements	110	104
Unescorted tank ship movements	105	24
Tank barge movements	179	156
Escorted tank barge movements	95	84
Unescorted tank barge movements	84	72
Percentages above are percent of total tank ship movements & escorted barge movements for each item.		
Escorts reported to OSPR	1	3

Movements by Zone	Zone 1	%	Zone 2	%	Zone 4	%	Zone 6	%	Total	%
Total movements	213		376		0		187		776	
Unescorted movements	103	48.36%	176	46.81%	0	0.00%	87	46.52%	366	47.16%
Tank ships	65	30.52%	104	27.66%	0	0.00%	38	20.32%	207	26.68%
Tank barges	38	17.84%	72	19.15%	0	0.00%	49	26.20%	159	20.49%
Escorted movements	110	51.64%	200	53.19%	0	0.00%	100	53.48%	410	52.84%
Tank ships	61	28.64%	110	29.26%	0	0.00%	49	26.20%	220	28.35%
Tank barges	49	23.00%	90	23.94%	0	0.00%	51	27.27%	190	24.48%

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 2007

San Francisco Bay Region Totals

			<u>2006</u>
Tanker arrivals to San Francisco Bay	187		788
Tank ship movements & escorted barge movements	940		3,917
Tank ship movements	514	54.68%	2,373
Escorted tank ship movements	274	29.15%	1,234
Unescorted tank ship movements	240	25.53%	1,139
Tank barge movements	426	45.32%	1,544
Escorted tank barge movements	238	25.32%	813
Unescorted tank barge movements	188	20.00%	731
Percentages above are percent of total tank ship movements & escorted barge movements for each item.			
Escorts reported to OSPR	7		12

Movements by Zone	Zone 1	%	Zone 2	%	Zone 4	%	Zone 6	%	Total	%
Total movements	624		1,066		0		591		2,281	
Unescorted movements	296	47.44%	483	45.31%	0	0.00%	267	45.18%	1,046	45.86%
Tank ships	187	29.97%	292	27.39%	0	0.00%	122	20.64%	601	26.35%
Tank barges	109	17.47%	191	17.92%	0	0.00%	145	24.53%	445	19.51%
Escorted movements	328	52.56%	583	54.69%	0	0.00%	324	54.82%	1,235	54.14%
Tank ships	191	30.61%	325	30.49%	0	0.00%	148	25.04%	664	29.11%
Tank barges	137	21.96%	258	24.20%	0	0.00%	176	29.78%	571	25.03%

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.

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Of the San Francisco Bay Region**

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

April 12, 2007

1. CORPS 2007 O&M DREDGING PROGRAM

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

- a. **Main Ship Channel** – Nothing to report.
- b. **Richmond Outer Harbor and Southampton Shoal** – Nothing to report.
- c. **Richmond Inner Harbor** – Reaches 1, 3 and 4 were dredged by years end. Reach 2 was in the process of being dredged through December 2006. Dredging stopped on December 31, 2006. Disposal was at SF-DODS and bad weather limited the amount of trips to that site. The entire channel is being surveyed now and the data will be made available as soon as possible – possibly by the end of next week. However, there are no promises. Surveys were posted on February 6, 2007. The Corps is working on resuming the dredging as soon as the wildlife agencies will allow work to continue. **Dredging began on April 10, 2007, to the authorized depth (-38 feet plus 1 foot paid overdepth). The channel is expected to be dredged by mid- June. The material is being disposed at SFDODS, the Deep Ocean Disposal Site.**
- d. **Oakland O & M Dredging** – The Inner Harbors were dredged until December 31. Surveys were conducted as the dredging proceeded so they have been completed and posted. Nothing new to report.
- e. **Suisun Bay Channel** – **Annual maintenance is planned for this year's work window, from August to November. Dredging will be to a design depth of -35 plus one foot of paid overdepth. The project will include New York Slough**
- f. **Pinole Shoal** – Same as Suisun Channel, above. The Corps plans to use the Essayons in June to dredge the Pinole Shoal. If the HSC has an interest in touring the vessel let me know and I will pass along the word. Who in the HSC would be a point of contact? **The Corps is looking into a way to justify doing advanced maintenance to -37 feet MLLW (pus overdepth dredging) at Pinole. Such a project can be authorized under the current maintenance funds. To propose a deepening project would require obtaining funds through a much more lengthy process (Construction General). The Corps is also looking for a way to maintain the North Ship Channel. That channel has historically always been deep enough without maintenance dredging. If Pinole is dredged to -37,**

there would be a good argument for maintaining the North Ship Channel at the same depth. Question: What is the size of the fleet that is now being taken through that area? The answer to this could be important to the argument for maintaining a deeper depth in both the North Ship Channel and Pinole Shoals.

- g. **Redwood City/San Bruno Shoal** – A survey was completed in November 2006. The surveyed indicated that 100,000 to 200,000 cys have been deposited. Volume depends on how deep the Corps intends to dig. There is some money available and the intent is to dredge in the summer of 2007. Corps is awaiting the 2007 budget to be passed. If it is passed and there is enough money in it, Redwood City will be dredged this summer. Disposal location is yet to be determined.

2. DEBRIS REMOVAL

For the month of March 2007, the total tonnage of debris collected 36 tons, as follows:

Raccoon: 24 tons; Grizzly 12 tons. This is a decrease from the February 2007 total, which was 76 tons. The debris boat crews are working limited days due to other duties. The crews have been building a new office in the bay model and assisting with duties pertaining to the district and division move.

It is also a semi light year for debris due to below normal snowfall and below average rain fall.

	Grizzly	Raccoon		Total					
Apr	23.50	82.00		106					
May	9.50	37.00		47					
June	0.00	35.00		35					
July	9.00	74.00		83					
August	15.00	71.00		86					
September	12.00	16.00		28					
Oct.	12.00	10.00	3	25					
Nov.									
Dec.				101					
Jan. 2007	39.50	62.00		102					
Feb.	16.00	60.00		76					
March	12.00	24.00		36					
Totals	148.50	471.00	3.00	724					

3. UNDERWAY OR UPCOMING HARBOR IMPROVEMENTS

Oakland 50-ft Deepening Project

The Oakland Harbor Entrance is currently at -43.8 feet MLLW. The dredging equipment for this work was relocated in order to dredge the Oakland Inner Harbor in December 2006 in

order to work during the extended work window. The contractor is going to relocate a cutterhead dredge from southern California to finish this work and place the material in Middle Harbor. Clamshell dredging and transportation of this material to Montezuma would cost three times as much. This deepening work can occur any time and is expected to be finished by spring – hopefully much sooner. **Deepening of Oakland's Outer Harbor began on March 16, 2007. Completion targeted for later in 2007 (calendar year).**

4. EMERGENCY (URGENT & COMPELLING) DREDGING

There has been no emergency dredging in FY 2007.

5. OTHER WORK

a. **San Francisco Bay to Stockton** Essentially, no change since last report. There is no money in the Continuing Resolution for this project so what carry-over money there is from FY 2006 is being used sparingly. This project is in the 2007 budget so it will probably be January before funds are realized.

b. Sacramento River Deep Water Ship Channel Deepening

No change – is the same as the San Francisco Bay to Stockton Project.

6. HYDROGRAPHIC SURVEY UPDATE

Address of Corps' web site for completed hydrographic surveys

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

Main Ship Channel – 16-21 June 2006.

Pinole Shoals – Aug. 28-29, 2006; Sept. 11, 26-27, 2006. Surveys completed in October and November 2006 have been posted

Suisun Bay Channel – Surveys completed in August, September (New York Slough), and November 2006 have been posted.

Suisun Bay Channel Bullshead – March 8, 2006

Redwood City – complete – January 4-5, 8 & 12, 2006

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

Oakland Inner and Outer Harbor – Survey done 19 July, 2006.

Southampton Shoal and Richmond Long Wharf – (North Ship Channel) surveyed May 17-24, 2006.

Oakland Outer Harbor 06&11 October 2006; and Oakland Inner Harbor 09, 15-17 November 2006.

Richmond Inner and Outer Harbors: Surveys conducted in October and November 2006 and January 2007 were posted February 6.



CALIFORNIA STATE LANDS COMMISSION

HARBOR SAFETY COMMITTEE MONTHLY REPORT

VESSEL TRANSFERS

	Total Transfers	Total Vessel Monitors	Total Transfer Percentage
March 1 - 31, 2006	300	151	50.33
March 1 - 31, 2007	285	149	52.28

PRODUCT TOTALS

	Crude Oil (D)	Crude Oil (L)	Overall Product (D)	Overall Product (L)	GRAND TOTAL
March 1 - 31, 2006	14,470,000	180,000	22,066,000	12,384,097	34,450,097
March 1 - 31, 2007	13,777,000	0	19,392,808	6,501,460	25,894,268

OIL SPILL TOTAL

	Terminal	Vessel	Facility	Total	Gallons Spilled
March 1 - 31, 2006	0	1	0	1	10
March 1 - 31, 2007	0	0	0	0	0

*** Disclaimer:

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

*** Report Comparison for the month of March

Generated by: MRA 4/17/2007
CSLC NCFO

Memorandum

Date: April 11, 2007

To: Harbor Safety Committee, San Francisco Bay Region

From: Len Cardoza

Subject: Water Transit Authority Technical Advisory Committee Report

Updates (in bold text).

1. The address for WTA is: Pier 9, Suite 111, The Embarcadero, San Francisco, CA 94111. POC: Lauren Duran at 415-291-3377 or by e-mail at duan@watertransit.org.

2. The regularly scheduled meeting of the WTA's Administrative/Legislative/Finance committee on April 10, 2007 was cancelled. The next meeting of the Administrative Committee is scheduled to take place on Tuesday, May 8, 2007 at 10am.

3. The next SF Bay Area Water Transit Authority Planning and Development Committee meeting is scheduled for April 18, 2007 at 2 pm. The meeting will be held at the WTA offices at Pier 9, Suite 111, San Francisco.

4. Attached is the AGENDA for the next SF Bay Area Water Transit Authority Community Advisory Committee meeting. The meeting is scheduled to begin at 10:00 a.m. on Wednesday, April 18, 2007 and will be held at the Port Commission Room, 2nd Floor of the San Francisco Ferry Building in San Francisco. Please RSVP if possible.

There is no TAC meeting scheduled in the near future.

Background.

The WTA is a regional agency authorized by the State of California to operate a comprehensive San Francisco Bay Area public water transit system. The WTA's goal is "To develop a reliable, convenient, flexible and cost-effective expanded Bay Area water transit system that will get drivers out of their cars and onto environmentally responsible state-of-the-art ferries".

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

- The TAC will serve as a conduit to interested agencies, identifying key contacts within those agencies and facilitating discussions on specific technical items.
- Provide review and comment to WTA staff and its consultants on the myriad of technical reports and studies that will be prepared in the development of the Implementation and Operations Plan.
- Review the findings and the recommendations for consistency to promote inter-agency cooperation and integration with ongoing planning efforts.