

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, September 13th, 2007
Port of Oakland, 530 Water Street, Oakland, 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 1003. **Alan Steinbrugge**, Marine Exchange of the San Francisco Bay Region (Marine Exchange), confirmed a quorum of the HSC.

The following committee members (M) and alternates (A) were in attendance: **Capt. Esam Amso** (A), Valero Marketing and Supply; **Capt. Marc Bayer** (M), Tesoro Refining & Marketing Company; **John Berge** (M), Pacific Merchant Shipping Association, (PMSA); **Ted Blanckenburg** (A), AMNAV Maritime Services; **Margo Brown** (M), National Boating Federation ; **Capt. Pete Bonebakker** (M), Polar Tankers; **Sue Cauthen** (M), San Francisco Tomorrow; **Len Cardoza**, Port of Oakland (M); **Ron Chamberlain** (M), Port of Benicia; **John M. Davey** (M), Port of San Francisco; **Capt. Bruce Horton** (M), San Francisco Bar Pilots (Bar Pilots); **Robert J. Lawrence** (M), U.S. Army Corps of Engineers (COE); **Michael McMillan** (A), Port of Oakland; **Capt. Ray Shipway** (A), International Organization of Masters, Mates & Pilots; **Rich Smith** (M), Westar Marine Services; **Keith Stahnke** (A), San Francisco Bay Area Water Transit Authority, (WTA); **Captain William J. Uberti** (M), United States Coast Guard (USCG); **Gerry Wheaton** (M), National Oceanic and Atmospheric Administration (NOAA); **Thomas Wilson** (M), Port of Richmond.

Also present and reporting to the HSC were **Chris Beckwith**, California State Lands Commission (State Lands); **Capt. Lynn Korwatch**, (Marine Exchange); **Lt. Cmdr. Kevin Mohr**, USCG; **Bill O'Reilly**, Scripps Institute of Oceanography (Scripps); **Lt. j.g. Baxter Smoak**, (USCG); **Julie Thomas**, Scripps; **Capt. Gary Toledo**, California Office of Spill Prevention and Response, (OSPR).

The meetings are always open to the public.

Approval of the Minutes

There were corrections to the minutes:

Bud Leland, OSPR; should be added to the list of those present and reporting to the HSC.

On page one, Comments by the Chair, The second bullet should read: "The HSC has been nominated..."

On page two, OSPR Report, the first bullet should read: "**Toledo** began with the introduction of **Lisa Curtis**, OPSR Administrator..."

On page two, OSPR Report, the final bullet should read: "**Curtis** congratulated the HSC on the award for

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Harbor Safety Committee of the Year. **Curtis** was unable to attend the National HSC Conference..."

On page six, Public Comment, the first comment was by "**Capt. Rick Holly**, OSPR; reported..."

A motion to accept the minutes as amended was made and seconded. It passed without discussion or dissent.

Comments by the Chair – Lundstrom

- **Lundstrom** yielded the floor to **Capt. Korwatch**. **Capt. Korwatch** announced that **Jeff McCarthy**, Marine Exchange; had been killed in an accident on his families farm near Modesto on Wednesday, September 12th, 2007. She had learned the news from **Jeff's** wife just prior to the HSC meeting. **Jeff** was very active in the maritime community on behalf of the Exchange, and was known too many in the room. The news was a great shock. **Lundstrom** asked that everyone be kept up to date on details of a memorial service or other ways of remembering **Jeff's** life. **Brown** suggested that the meeting be adjourned in **Jeff's** memory.

Lundstrom began her comments:

- Babcock & Brown made a report to the HSC committee on June 8th, 2006 about the underwater power cable project between Pittsburg, CA and San Francisco. As a result of that meeting they held subsequent meetings with the Bar Pilots and USCG. Safety suggestions from the HSC, Pilots, and USCG had been incorporated in their final Environmental Impact Report presented to BCDC. This was another demonstration of the value of the HSC taking a proactive role.
- There seemed to be little chance of getting money for PORTS (Physical Oceanographic Real Time System) from the state general fund in the current session. The effort will be continued in the next session. The state HSC's are supporting a proposal for three and one half million dollars of funding at the Federal level.

Coast Guard Report – Capt. Uberti

- The USCG has been working with agency partners in preparation for Fleet Week. Preparations were on track.
- **Capt. Uberti** introduced **Lt. j.g. Smoak**, of the USCG Waterways Branch, to report on discussions with the managers of the Union Pacific railroad bridge about safe operations in high winds. This is a lift bridge in the Carquinez Straight. Consultants hired by Union Pacific reported that it was unsafe to operate the bridge when winds exceeded thirty-five mile per hour. USCG is working with Union Pacific to develop emergency procedures. The results will be distributed when they are available. USCG is also working with NOAA to install measuring equipment that can be integrated into PORTS.

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

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Smith said that the allision of the *Baycat*, referred to in the August report was caused by a Rule 9 violation. He said there many such incidents in that area.

Cauthen said that there seemed to be a high number of radar problems in the reporting period. She wondered if this was a result of the USCG checking more carefully or whether these were random events. **Capt. Uberti** said that everyone worked off the same check-off list and that this seemed to be random.

Cauthen noted that the *Colorado Voyager* had been cited for two problems, and wondered whether the initial inspection by the classification society had been adequate. **Capt. Uberti** said that USCG had noticed this as well.

Capt. Robert Pinder, Bar Pilots; said that there had formerly been a working group addressing issues about the Union Pacific bridge but that the committee had been disbanded. He wondered whether that group should be reconstituted. **Capt. Uberti** said that the person to contact at USCG was **David Sulouff**. **Capt. Bayer** said that this seemed like a real problem for the HSC to address. **Capt. Toledo** said that this seemed like an issue for the Navigation work group to consider. **Lundstrom** asked **Capt. Horton**, chair of the work group, to consider taking on the issue and added that she did not think there should be two groups looking into the issue.

Clearinghouse Report – Steinbrugge

- In June the clearinghouse contacted OSPR 1 time regarding a possible escort violation.
- In June the clearinghouse did not receive any notifications of vessels arriving at the Pilot Station without escort paperwork.
- In June there were 69 tanker arrivals; 4 ITB's; 1 LPG; 4 Chemical Tankers; 7 Chemical/Oil Carriers; 33 Crude Oil Tankers; 20 Product Tankers. Through June we've averaged 64 tanker arrivals a month. In June 2006 there were 78 arrivals. In 2006 the monthly average number of tanker arrivals was 72 tankers a month.
- In June there were 302 deep draft vessel arrivals. Through June 2007 we've averaged 291 deep draft vessel arrivals a month. In June 2006 there were 317. The average monthly number of commercial deep draft vessel arrivals in 2006 was 305.
- In July the clearinghouse contacted OSPR 1 time regarding a possible escort violation.
- In July the clearinghouse did not receive any notifications of vessels arriving at the Pilot Station without escort paperwork.
- In July there were 69 tanker arrivals; 4 ITB's; 2 LPG's; 1 Acid Tanker; 5 Chemical Tankers; 11 Chemical/Oil Carriers; 27 Crude Oil Tankers; 1 Non Specific Tanker; 18 Product Tankers. Through July we've averaged 65 tanker arrivals a month. In July 2006 there were 80 arrivals. In 2006 the monthly average number of tanker arrivals was 72 tankers a month.
- In July there were 302 deep draft vessel arrivals. Through July 2007 we've averaged 293 deep draft vessel arrivals a month. In July 2006 there were 318. The average monthly number of commercial deep draft vessel arrivals in 2006 was 305.
- In August the clearinghouse did not contact OSPR regarding any possible escort violations.

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- In August the clearinghouse did not receive any notifications of vessels arriving at the Pilot Station without escort paperwork.
- The Clearinghouse has contacted OSPR 9 times so far in 2007, 9 times in 2006; 16 times in 2005 regarding possible escort violations; 24 times in 2004; twice in 2003; twice in 2002; 6 times in 2001; 5 times in 2000.
- In August there were 77 tanker arrivals; 3 ITB's; 4 Chemical Tankers; 11 Chemical/Oil Carriers; 30 Crude Oil Tankers; 1 Naval Auxiliary Tankers; 28 Product Tankers. Through August we've averaged 67 tanker arrivals a month. In August 2006 there were 78 arrivals. In 2006 the monthly average number of tanker arrivals was 72 tankers a month.
- In August there were 307 deep draft vessel arrivals. Through August 2007 we've averaged 295 deep draft vessel arrivals a month. In August 2006 there were 322. The average monthly number of commercial deep draft vessel arrivals in 2006 was 305.

OSPR Report – Capt. Toledo

- **OSPR** is studying an emergency regulation package for Oil Spill Response Organization (OSRO) ratings. The problem is that existing regulations don't account for the lesser needs of ports with very low volumes of traffic. The change would create procedures to allow OSRO's to reposition equipment as needed for the rare visits of vessels over three hundred gross tons.
- For the year to date there have been six violations. All were failures to notify the Clearing House. One case was dismissed. Two have been extended for investigation. Three have been recommended for civil penalties.
- There were new appointments to the HSC. **Capt. John Cronin**, Matson Navigation will be a new dry cargo representative, with **Bill Nickson**, Transmarine Navigation; as his alternate. **Capt. David Hobbs**, National Cargo Bureau; will be the alternative dry cargo representative to **Berge. Smith** and **Blanckenburg** were reappointed to the committee. **Capt. Cronin** and **Nickson** were present, and were sworn into service by **Capt. Toledo**.

Lundstrom welcomed the new members and returning veterans.

NOAA Report – Wheaton

- He had heard from **David Sulouff**, USCG; about including information on moveable bridge scaffolding in the next edition of the **Coast Pilot**. **Wheaton** said that bridges seemed to be a new big issue. **Capt. Uberti** said that **Sulouff** worked directly for the District, but that he is cooperating with Captains of the Port. He will invite **Sulouff** to attend a meeting of the HSC. **Capt. Pinder** asked that the bridge scaffolding be kept out of the **Coast Pilot** till it could be discussed by the HSC. He said that it was being covered in *Local Notices to Mariners*. **Wheaton** said that he was in general agreement, but that the scaffolding had already been submitted.

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Army Corp of Engineers (COE) Report – Lawrence

Lawrence read from a report that will be attached to these minutes.

Capt. Bonebakker asked why the surveys for the main ship channel had not been posted, when other areas dredged later were already available. **Lawrence** said that he didn't know, but that he would pass along the concern. **Lundstrom** said that this was of great concern to the entire HSC, not just **Capt. Bonebakker**.

Capt. Bonebakker said that quite a bit of the Pinole Shoal channel had not been dredged to thirty-five feet.

Capt. Horton asked about plans for work in the Oakland turning basin. **Lawrence** said that the Port of Oakland had requested this work be done in the fall.

State Lands Commission Report – Beckwith

- There computer systems were down and he had been unable to compile a meaningful report. He would forward it through the Marine Exchange when it became available.

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

- **McMillan** read from a report that is attached to these minutes.
- **Stahnke** said that he would be able to give an update report on service and planning early in 2008. The new route between Oakland and South San Francisco is on schedule for December 2008.

Berge asked about the new bill on water transport in emergencies. **Stahnke** said that they had only just begun to look at it. **Capt. Shipway** said that the bill had not yet been signed by the Governor.

Coastal Data Information Project (CDIP) Presentation on Bar Channel Wave Buoy – Thomas, O'Reilly

- The original request for the buoy came from the National Weather Service. The program is funded largely by grants from the COE and California Department of Boating and Waterways.
- The buoy is roughly located between buoys five and seven, north of, and outside the westbound traffic lane. The buoy can measure wave height, wave direction, wave period, and sea surface temperature. The latest data from the buoy can be found at: <http://cdip.ucsd.edu> by clicking on the Recent tab and looking for the link to the San Francisco Bar.
- The main purpose of the buoy is to increase safety by providing accurate information to everyone using the waterway. It also has research applications. It can be used to confirm wave prediction models as well as update bathymetry.
- The buoy will remain in its approximate position for at least three years, but could be moved sooner if it would enhance safety.

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Lundstrom confirmed with **Wheaton** that he was the local point of contact for questions about the system.

Capt. Horton thanked CDIP for having the buoy in the water in time for the rainy season.

Tug Escort Work Group – Capt. Shipway

- **Blanckenburg** had been called away in the course of the meeting. He left word that the proposed amendment to the tug escort regulations was not ready for voting on.

Navigation Work Group – Capt. Horton

- They met with representatives from the California Air Resources Board (CARB) and discussed a number of topics. Federal regulations might supersede some of the things they are looking at.
- They are looking at implementing cold ironing rules by 2015. The work group discussed the safety effect of hooking up and disconnecting, especially where the movement is delayed. Passing traffic was also brought up.
- They are proceeding with rules on low sulfur fuels and main engine regulations to be implemented by 2009. A Federal judge has vacated their auxiliary engine rules.

Berge said that they are looking at vessel speed limits. They appreciated the input that conditions here are different than they are in Los Angeles/Long beach. The HSC should continue outreach to CARB.

Smith said that they are also talking about requiring new engines for tugs and ferries in ten years.

Lundstrom asked the work group to evaluate what seems closest on CARB's agenda and plan future meetings with them accordingly. **Cauthen** asked about a general presentation by CARB to the HSC. **Lundstrom** thought that might lead to a very long meeting. She asked the work group to think about appropriate occasions to invite a CARB representative to a full meeting of the HSC on a specific topic.

Ferry Operations Work Group – Davey

- They had a very good meeting in July. The level of interest and participation has been excellent. They made some adjustments to the route protocols. They are now working on getting the way points ready for NOAA and codifying the protocols for inclusion in the *Harbor Safety Plan*.

Prevention Though People Work Group – Brown

- At their next meeting they would be discussing the audibility of fog signals. This was due to the recent case of a fishing vessel being run down. The question is whether the fog horns are audible over engine noise.

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- The new Collinsville brochure is at the printers, and would remain there until a new California budget was approved.

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

- There was nothing to report.

PORTS Report – Steinbrugge

- He was working on the tide sensor for Redwood City.
- The Oakland sensor will be moved in the fall.
- The new 301 and 866 numbers for the voice system are up.

Public Comment

There were no comments.

Old Business

There was no old business.

New Business

There was no new business.

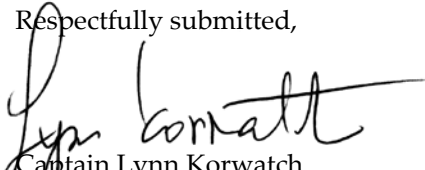
Next Meeting

Steinbrugge said that the next meeting would convene at 1000, October 11th, 2007, at the Port of Richmond Harbor Master's Office.

Adjournment

Brown moved that the meeting be adjourned in memory of Jeff McCarthy and his family. The motion was seconded. It passed without discussion or dissent.

Respectfully submitted,



Captain Lynn Korwatch
Executive Secretary

USCG SECTOR SAN FRANCISCO	
PREVENTION / RESPONSE - SAN FRANCISCO HARBOR SAFETY STATISTICS	
June-07	
PORT SAFETY CATEGORIES	
TOTAL	
Total Port Safety (PS) Cases opened for the period:	15
Total Number of Port State Control Detentions for period:	1
SOLAS (1), MARPOL (0), ISM (0), ISPS (0)	
Total Number of COTP Orders for the period:	6
Navigation Safety (3), Port Safety & Security (2), ANOA (1)	
Marine Casualties (reportable CG 2692) within SF Bay: Allison (2), Collision (0), Fire (0),	4
Grounding (1), Sinking (0), Steering (0), Propulsion (0), Personnel (0), Other (1)	
Total Number of (routine) Navigation Safety related issues / Letters of Deviation	4
Radar (1), Steering (0), Gyro (0), Echo sounder (0), AIS (3), AIS-835 (0)	
Reported or Verified "Rule 9" or other Navigational Rule Violations within SF Bay	0
Significant Waterway events or Navigation related cases for the period:	0
Maritime Safety Information Bulletins (MSIBs): MSIB 06-05	0
MARINE POLLUTION RESPONSE	
TOTAL	
Total Oil/Hazmat Pollution Incidents within San Francisco Bay for Period	19
* Source Identification (Discharges and potential Discharges):	
TOTAL VESSELS	4
Commercial Vessels	0
Public Vessels (Military)	0
Commercial Fishing Vessels	1
Recreational Vessels	3
TOTAL FACILITIES	7
Regulated Waterfront Facilities	0
Other Land Sources	7
UNKNOWN/UNCONFIRMED	8
*Spill Information	
Pollution Cases Requiring Clean-up	1
Federally Funded Cases	0
Oil Discharge and Hazardous Materials Release Volumes by Spill Size Category:	
1. Spills < 10 gallons	9
2. Spills 10 - 100 gallons	2
3. Spills 100 - 1000 gallons	0
4. Spills > 1000 gallons	0
5. Spills - Unknown	8
Total Oil Discharge and/or Hazardous Material release volumes:	51
1. Estimated spill amount from Commercial Vessels:	0
2. Estimated spill amount from Public Vessels:	0
3. Estimated spill amount from Commercial Fishing Vessels:	5
4. Estimated spill amount from Recreational Vessels:	22
5. Estimated spill amount from Regulated Waterfront Facilities:	0
6. Estimated spill amount from Other Land Sources:	22
7. Estimated spill amount from Unknown sources:	2
Penalty Action:	
Civil Penalty Cases for Period	0
Notice of Violations (TKs)	0
Letters of Warning	2

** SIGNIFICANT PORT SAFETY & SECURITY (PSS) CASES **	
* A. MARINE CASUALTIES - PROPULSION / STEERING	
Marine Casualty - Limited Propulsion / Allision, P/V MARE ISLAND (07 Jun): Vessel allided with the San Francisco Ferry Terminal. Captain of the Ferry Mare Island called stating he was backing on both starboard and port engines to make his landing. The starboard bucket became stuck in the forward position, but did not signal an alarm, resulting in twisting momentum while the vessel backed with the port engine. Once the Captain realized this, he shut down the starboard engine and backed full with the port engine. The ferry hit the terminal at approximately 2 knots. There was no breach of the hull; only cosmetic damages. No passengers were hurt and the Ferry Mare Island pulled along side the ferry landing to disembark passengers. An 835 no-sail was issued until inspectors could review the damage. Vessel transited back to Vallejo on one engine once the inspectors were finished. Repairs were completed and the 835 no-sail was rescinded on 08 June.	
Marine Casualty - Ship's Generator, M/V ST PETRI (23 Jun): Vessel's generator experienced a sudden reduction in operating fuel oil pressure for 2 minutes during inbound transit to Anchorage 9. Fuel oil pressure reduction was due to defective steam valve of the fuel oil heater. Pilot anchored in Anchor 9 without incident. COTP order was issued 24 Jun requiring classification society to attest to repairs. Repairs were made and the COTP order was rescinded on 27 Jun.	
* B. MARINE CASUALTIES - VESSEL SAFETY CONDITIONS	
Marine Casualty - Allision, TUG PETALUMA (05 Jun): Inbound tug allided with Hwy 37 bridge in the Petaluma River resulting in \$835K worth of damage to the fenders, but no damage to the vessel or bridge. As the tug approached the bridge, it encountered a sailboat moored in the channel. To avoid the sailboat the tug circled around to allow time for the bridge master to order the sailboat to move. Once the sailboat was u/w, the tug tried to pass under the bridge, but the master misjudged the current setting him into the bridge's fendering system. No injuries were reported. Drug testing resulted in negative results. Vessel did not immediately notify CG of the allision, resulting in an LOW for failure to immediately report.	
Marine Casualty - Grounding - M/V SOVI R. MALTA (14 Jun): Vessel ran soft aground while en route from Anchorage 8 to port of Sacramento in the vicinity of beacon 34 at the entrance to the Sacramento River at the northwestern edge of the channel. Tug Resolute responded to assist the vessel. A COTP order was issued requiring an underwater hull survey, and classification society to attest to the structural integrity of the hull in the area affected by the grounding. On 15 June, the vessel was freed and proceeded inbound to Sacramento. The COTP order was rescinded on 19 June after receiving proper verification of hull integrity from the Classification Society.	
* C. COAST GUARD - GENERAL SAFETY/SECURITY CASES	
Navigation Safety - M/V DA FU (06 Jun): Vessel's AIS was reported inoperable while inbound to SF Bay. An LOD was issued requiring the vessel's AIS to stay off until repairs could be verified by a certified technician. The LOD was rescinded on 6 June after repairs were made.	
Navigation Safety - T/V LEONIS (09 Jun): Member of CG boarding team discovered inaccurate information about a crewmember listed on vessel's ANOA. A Letter of Warning was issued on 12 June, in lieu of a civil penalty.	
Navigation Safety - M/V SOVI R. MALTA (12 Jun): Vessel's 10cm radar was reported inoperable during its transit from China to SF Bay. An LOD was issued requiring visibility of at least two nautical miles and verification of repairs prior to its departure from the port of Sacramento. The LOD was rescinded on 13 Jun after repairs were made.	
Port Safety - M/V ALAM SELARAS (12 Jun): Vessel determined by Customs & Border Patrol (CBP) to have persons onboard who possessed high risk to desert or abscond. COTP order was issued requiring the vessel to remain at least 12 nm off shore until they submit a crewmember security plan. A crewmember security plan was submitted on 15 June and they were allowed to transit to port of Stockton. The COTP order required the security plan to include the use of at least four armed security guards to maintain continuous surveillance of the vessel ensuring no unauthorized personnel boarded or disembarked from the vessel. Additionally, the COTP order required a muster of all individuals that were not authorized to go ashore to be conducted every eight hours. On 23 June the vessel departed the SF Bay after the COTP order was rescinded.	
Navigation Safety - TUG ELSBETH III (15 Jun): Vessel reported to have left without notice while conducting cargo operations at MOTCO. Crew was observed to be stumbling and falling down and suspected of BWI. CG Station Vallejo was dispatched to investigate. Vessel failed to respond to the USCG vessel for 5 min. Vessel was boarded and 1st mate admitted to drinking. Marin County Sheriffs Department took custody of the crew at Black Point Marina, while the CG Investigating Officers took possession of the crew's licenses and documents. Operator of the tug had his license suspended for 6 months though settlement agreement. Other crewmembers had their documents and licenses suspended for 3 months.	
Navigation Safety - M/V PACIFIC OPAL (13 Jun): Vessel's AIS was reported inoperable, while in Martinez. An LOD was issued requiring the vessel's AIS to stay off until repairs could be verified by a certified technician. The LOD was rescinded on 14 Jun after repairs were made.	
Navigation Safety - TUG TERRI L. BRUSCO (15 Jun): Vessel's AIS was reported inoperable while outbound from Alameda. An LOD was issued requiring the vessel's AIS to stay off until repairs could be verified by a certified technician. The LOD was rescinded on 16 June as the vessel departed SF Bay enroute to Cathlamet, WA, where it was scheduled to receive repairs.	
Navigation Safety - M/V NEW DIAMOND (20 Jun): Inbound vessel was determined to pose an unacceptable health risk when a crewmember exhibited possible symptoms of tuberculosis. COTP order was issued requiring the vessel to remain at least 12 nm off shore until they submit a crewmember security plan. A crewmember security plan was submitted on 21 June and they were allowed to enter San Francisco Bay en route to port of Crockett. The COTP order required the security plan to include the use of at least two armed security guards to maintain continuous surveillance of the vessel and control primary access points, ensuring no unauthorized personnel boarded or disembarked the vessel. COTP order was rescinded on 22 June after the ill crewmember was confirmed not to have tuberculosis, and was diagnosed as taking spoiled medicine. Vessel was cleared from health risk and the COTP order was rescinded.	
SIGNIFICANT INCIDENT MANAGEMENT DIVISION (IMD) CASES:	
None.	
SIGNIFICANT PORT SAFETY INFORMATION or EXERCISES	
None.	

USCG SECTOR SAN FRANCISCO	
PREVENTION / RESPONSE - SAN FRANCISCO HARBOR SAFETY STATISTICS	
July-07	
PORT SAFETY CATEGORIES	
	TOTAL
Total Port Safety (PS) Cases opened for the period:	13
Total Number of Port State Control Detentions for period:	0
SOLAS (0), MARPOL (0), ISM (0), ISPS (0)	
Total Number of COTP Orders for the period:	4
Navigation Safety (2), Port Safety & Security (1), ANOA (1)	
Marine Casualties (reportable CG 2692) within SF Bay: Allison (0), Collision (0), Fire (0),	3
Grounding (0), Sinking (0), Steering (0), Propulsion (3), Personnel (0), Other (0)	
Total Number of (routine) Navigation Safety related issues / Letters of Deviation	4
Radar (1), Steering (0), Gyro (0), Echo sounder (1), AIS (2), AIS-835 (0)	
Reported or Verified "Rule 9" or other Navigational Rule Violations within SF Bay	0
Significant Waterway events or Navigation related cases for the period:	2
Maritime Safety Information Bulletins (MSIBs): MSIB 06-05	0
MARINE POLLUTION RESPONSE	
	TOTAL
Total Oil/Hazmat Pollution Incidents within San Francisco Bay for Period	35
* Source Identification (Discharges and potential Discharges):	
TOTAL VESSELS	14
Commercial Vessels	1
Public Vessels (Military)	0
Commercial Fishing Vessels	1
Recreational Vessels	12
TOTAL FACILITIES	11
Regulated Waterfront Facilities	0
Other Land Sources	11
UNKNOWN/UNCONFIRMED	10
*Spill Information	
Pollution Cases Requiring Clean-up	1
Federally Funded Cases	0
Oil Discharge and Hazardous Materials Release Volumes by Spill Size Category:	
1. Spills < 10 gallons	23
2. Spills 10 - 100 gallons	1
3. Spills 100 - 1000 gallons	1
4. Spills > 1000 gallons	0
5. Spills - Unknown	10
Total Oil Discharge and/or Hazardous Material release volumes:	186
1. Estimated spill amount from Commercial Vessels:	5
2. Estimated spill amount from Public Vessels:	0
3. Estimated spill amount from Commercial Fishing Vessels:	0
4. Estimated spill amount from Recreational Vessels:	169
5. Estimated spill amount from Regulated Waterfront Facilities:	0
6. Estimated spill amount from Other Land Sources:	12
7. Estimated spill amount from Unknown sources:	0
Penalty Action:	
Civil Penalty Cases for Period	0
Notice of Violations (TKs)	2
Letters of Warning	3

** SIGNIFICANT PORT SAFETY & SECURITY (PSS) CASES **	
* A. MARINE CASUALTIES - PROPULSION / STEERING	
Marine Casualty - Limited Propulsion, T/V COLORADO VOYAGER (24 July): Vessel's controllable pitch propeller (CPP) was reported to be malfunctioning. Vessel requested to shift from Pier 80 to A9. COTP order was issued requiring a two-tug escort and verification of repairs by a certified technician prior to departing SF Bay. COTP order was rescinded on 29 July after receiving class survey report confirming satisfactory repairs to the CPP.	
Marine Casualty - Limited Propulsion, M/V CAPE HUDSON (28 July): Vessel reported to Sector SF that it lost engine power for approximately 10 minutes during its transit from SF Bay to Portland, OR. After regaining engine power, vessel continued to Portland without incident. CG investigators in Portland determined that the problem was caused by a high lube oil temperature.	
Marine Casualty - Limited Propulsion, M/V STAR INDIANA (29 July): Vessel's air compressor on the #1 main diesel engine was reported inoperable during an inbound transit from LA/LB. COTP order required one-tug escort within the SF Bay and verification of repairs prior to departure. COTP order was rescinded on 30 July after receiving class report confirming satisfactory repairs.	
* B. MARINE CASUALTIES - VESSEL SAFETY CONDITIONS	
None.	
* C. COAST GUARD - GENERAL SAFETY/SECURITY CASES	
Navigation Safety - M/V ANTWERPEN EXPRESS (08 July): Vessel failed to comply with the 96-hour Advance Notice of Arrival requirement for vessels entering San Francisco Bay. The vessel was cleared to enter on 10 July. Agent for the vessel appealed the order, stating that they have a scheduled time to transit the Panama Canal. The vessel's appeal was granted, and the vessel was cleared to enter on 9 July. A Letter of Warning was issued on 10 July.	
Navigation Safety - M/V SINGAPORE EXPRESS (16 Jun): Vessel's AIS was reported inoperable during its inbound transit near Pt. Reyes. An LOD was issued requiring the vessel's AIS to stay off until repairs could be verified by a certified technician. The LOD was rescinded on 17 July after repairs were affected.	
Navigation Safety - T/V SEABULK AMERICA (21 July): Vessel's 10cm radar was reported to be malfunctioning during its transit from the Panama Canal to Oakland. An inbound LOD was issued requiring visibility of at least two nautical miles and verification of repairs prior to its departure. The LOD was rescinded on 23 July after affecting repairs.	
Navigation Safety - M/V PEKING SENATOR (22 July): Sector SF received notice from Sector LA/LB that a longshoreman reported a rat infestation aboard inbound vessel. COTP order was issued that required vessel to proceed to A9 and remain until an extermination plan could be submitted. On 23 July, the extermination plan was approved and the vessel was allowed to shift to its pier. Vessel was inspected with a black light by a licensed exterminator, but no traces of rats were found.	
Navigation Safety - M/V PACIFIC RUNNER (23 Jun): Vessel's AIS was reported inoperable during its outbound transit from Benicia. An LOD was issued requiring the vessel's AIS to stay off until repairs could be verified by a certified technician prior to the next U.S. port of call. The LOD was rescinded on 24 July after repairs were made.	
Navigation Safety - M/V MARYBELLE (25 July): Vessel's ECO DEPTH SOUNDER was reported malfunctioning during its outbound transit from SF Bay. An LOD was issued requiring contact to the COTP of the next U.S. port of call, prior to entry.	
SIGNIFICANT INCIDENT MANAGEMENT DIVISION (IMD) CASES:	
Diesel Spill (18 July): Received report that a recreational vessel was discharging fuel from its bilge in Loch Lomond Marina in San Rafael. A faulty fuel line caused fuel to leak internally into the bilge and approximately 160 gallons was pumped overboard through the bilge pumps. Marina personnel immediately deployed absorbent boom and pads to mitigate the pollution threat, and completed the cleanup shortly thereafter. A Notice of Violation was issued.	
SIGNIFICANT PORT SAFETY INFORMATION or EXERCISES	
Pier 1 Ferry Terminal - Suspicious package (10 July): SFPD and the Sector Boarding Team (SBT) were notified of a suspicious package in a newspaper stand at the SF Pier 1 Ferry Terminal. Vessel Traffic Service was also notified and stopped all ferry traffic from entering Pier 1. The CG's Maritime Safety and Security Team arrived on scene with a bomb-sniffing dog but the dog did not react to the package. The package was determined to be safe and was found to contain a bb gun and newspapers. The CG also received a report of a second package, which was found to be a briefcase with personal belongings. After an "all-clear" was issued by SFPD and SBT, ferry traffic was allowed to resume.	

USCG SECTOR SAN FRANCISCO	
PREVENTION / RESPONSE - SAN FRANCISCO HARBOR SAFETY STATISTICS	
August-07	
PORT SAFETY CATEGORIES	
	TOTAL
Total Port Safety (PS) Cases opened for the period:	21
1. Total Number of Port State Control Detentions for period:	0
SOLAS (1), MARPOL (0), ISM (0), ISPS (0)	
2. Total Number of COTP Orders for the period:	7
Navigation Safety (5), Port Safety & Security (2), ANOA (0)	
3. Marine Casualties (reportable CG 2692) within SF Bay: Allison (2), Collision (0), Fire (1), Grounding (1), Sinking (0), Steering (0), Propulsion (4), Personnel (0), Other (0)	8
4. Total Number of (routine) Navigation Safety related issues / Letters of Deviation	5
Radar (5), Steering (0), Gyro (0), Echo sounder (0), AIS (0), AIS-835 (0)	
5. Reported or Verified "Rule 9" or other Navigational Rule Violations within SF Bay	0
6. Significant Waterway events or Navigation related cases for the period:	0
7. Maritime Safety Information Bulletins (MSIBs): MSIB 06-05	0
MARINE POLLUTION RESPONSE	
	TOTAL
Total Oil/Hazmat Pollution Incidents within San Francisco Bay for Period	50
* Source Identification (Discharges and potential Discharges):	
TOTAL VESSELS	19
Commercial Vessels	4
Public Vessels (Military)	2
Commercial Fishing Vessels	2
Recreational Vessels	11
TOTAL FACILITIES	18
Regulated Waterfront Facilities	1
Other Land Sources	17
UNKNOWN/UNCONFIRMED	13
*Spill Information	
Pollution Cases Requiring Clean-up	4
Federally Funded Cases	0
Oil Discharge and Hazardous Materials Release Volumes by Spill Size Category:	
1. Spills < 10 gallons	28
2. Spills 10 - 100 gallons	9
3. Spills 100 - 1000 gallons	1
4. Spills > 1000 gallons	0
5. Spills - Unknown	12
Total Oil Discharge and/or Hazardous Material release volumes:	443
1. Estimated spill amount from Commercial Vessels:	45
2. Estimated spill amount from Public Vessels:	13
3. Estimated spill amount from Commercial Fishing Vessels:	0
4. Estimated spill amount from Recreational Vessels:	7
5. Estimated spill amount from Regulated Waterfront Facilities:	63
6. Estimated spill amount from Other Land Sources:	312
7. Estimated spill amount from Unknown sources:	3
Penalty Action:	
Civil Penalty Cases for Period	0
Notice of Violations (TKs)	2
Letters of Warning	2

** SIGNIFICANT PORT SAFETY & SECURITY (PSS) CASES **	
* A. MARINE CASUALTIES - PROPULSION / STEERING	
Marine Casualty - Limited Propulsion, T/V COLORADO VOYAGER (08 Aug): Vessel's controllable pitch propeller (CPP) pump was malfunctioning during its transit from Martinez 6 to SF Pier 80. A COTP order was issued requiring a two-tug escort with sufficient horsepower to maneuver the vessel when shifting in SF Bay. Deficiencies were corrected and the COTP was rescinded on 10 Aug.	
Marine Casualty - Limited Propulsion, T/V CHANG CHI (09 Aug): Vessel's engine order telegraph system (EOT) was reported to be malfunctioning during its inbound transit to Anchorage 9. Vessel proceeded to A9 using local control without incident. COTP order was issued requiring verification of repairs prior to its departure. Deficiencies were corrected and the COTP order was rescinded on 17 Aug.	
Marine Casualty - Limited Propulsion, M/V CAPE HUDSON (10 Aug): Vessel experienced engine failure during its transit to SF Bay. COTP order was issued requiring a two-tug escort with sufficient horsepower to maneuver the vessel from the sea buoy to Golden Gate Bridge and a four-tug escort to maneuver the vessel from the Golden Gate Bridge to its mooring at Pier 50. Cause was attributed to damage to the air start. The COTP order was rescinded on 29 Aug after CG received class survey report confirming satisfactory repairs.	
Marine Casualty - Limited Propulsion, M/V HUME HIGHWAY (24 Aug): Outbound vessel experienced a temporary loss of propulsion south of Mare Island. COTP order was issued requiring a two-tug escort and 2 NM visibility during transit from San Pablo Bay to Anchorage 9. Vessel was also directed to remain at A9 until repairs could be made. The COTP was rescinded on 25 Aug after receiving class survey report confirming satisfactory repairs.	
* B. MARINE CASUALTIES - VESSEL SAFETY CONDITIONS	
Navigation Safety - Allision, TUG BAY CAT (11 Aug): Tug struck Sacramento River Light 16 as it veered from hitting a downed wind surfer. Aids to Navigation Team SF replaced the day board with a temp buoy on 13 Aug.	
Navigation Safety - Vessel Fires in Rio Vista (22 Aug): CG Station Rio Vista received a call from Mr. Mike Phee stating that 2 of his boats were on fire IVO Quimby Island. Station Rio Vista launched to pick up Mr. Phee, and the fire department was notified. Once on scene, CG reported that 10 of approximately 12 boats tied off to pilings south of Mandeville Cut in the San Joaquin River were on fire. Mr. Phee mentioned that only diesel was on board the vessels and the fire must have started after some grinding work that he completed the day before. Case Pends.	
Marine Casualty - Allision, TUG SARAH REED (28 Aug): Received a call from CAPT Ryan Lack of the Tug SARAH REED. He stated that his tug was pushing 2 barges loaded with rock up the Old Sacramento river when the flood tide pushed the outside barge into the #1 day marker. The marker is on station and the light is working. No damage to the vessel. Case Pends.	
* C. COAST GUARD - GENERAL SAFETY/SECURITY CASES	
Navigation Safety - M/V AEOLOS (31 July): Vessel's crew failed to demonstrate a satisfactory fire drill during two separate occasions. COTP detention was placed on the vessel until the crew was able to conduct a satisfactory fire drill. Deficiencies were corrected and the COTP order was rescinded on 3 Aug.	
Navigation Safety - M/V ARHIMIDIS SB (03 Aug): Vessel's 10cm radar was reported inoperable during its transit from Los Angeles to the port of Stockton. An inbound LOD was issued requiring visibility of at least two nautical miles and verification of repairs prior to its departure from SF Bay. Deficiencies were corrected and the LOD was rescinded on 9 Aug.	
Navigation Safety - M/V HELSINKI EXPRESS (06 Aug): Vessel's 3cm radar was reported inoperable during its transit from Portland to the port of Oakland. An inbound LOD was issued requiring visibility of at least two nautical miles and verification of repairs prior to its departure. Deficiencies were corrected and the LOD order was rescinded on 13 Aug.	
Navigation Safety - M/V GENERAL VILLA (07 Aug): Vessel's 3cm radar was reported inoperable during its transit from Los Angeles to the port of Stockton. An LOD was issued requiring visibility of at least two nautical miles and verification of repairs prior to its departure. Deficiencies were corrected and the LOD was rescinded on 09 Aug.	
Navigation Safety - M/V RUBY RAY (10 Aug): Vessel's 3cm radar was reported inoperable during its transit from Korea to the port of Benicia. An inbound LOD was issued requiring visibility of at least two nautical miles and verification of repairs prior to its departure. Deficiencies were corrected and the LOD was rescinded on 13 Aug.	
Navigation Safety - T/V CYGNUS VOYAGER (12 Aug): Vessel's 10cm radar was reported inoperable during its transit from Mexico to the port of San Francisco. An inbound LOD was issued requiring visibility of at least two nautical miles and verification of repairs prior to its departure. Deficiencies were corrected and the LOD was rescinded on 13 Aug.	
Navigation Safety - M/V BBC KOREA (19 Aug): US Customs and Boarder Control (CBP) requested a COTP order requiring inbound vessel to divert to Anchorage 9 and undergo an inspection for Asian Gypsy Moth. On 19 Aug, CBP received documentation from the Russian Federation that the vessel BBC KOREA had recently been inspected. CBP cleared the vessel to continue to port and the COTP order was rescinded.	
SIGNIFICANT INCIDENT MANAGEMENT DIVISION (IMD) CASES:	
Diesel Spill (24 Aug): A United Parcel Service truck struck land debris and discharged 200 gallons from a ruptured fuel tank 4 miles off the Hegenberger exit on I-880S. NRC Environmental was hired to conduct cleanup and it did not reach a waterway.	
SIGNIFICANT PORT SAFETY INFORMATION or EXERCISES	
None.	

San Francisco Bay Clearinghouse Report For July 2007

San Francisco Bay Region Totals

			<u>2006</u>
Tanker arrivals to San Francisco Bay	69		80
Tank ship movements & escorted barge movements	362		410
Tank ship movements	209	57.73%	259
Escorted tank ship movements	106	29.28%	138
Unescorted tank ship movements	103	28.45%	121
Tank barge movements	153	42.27%	151
Escorted tank barge movements	78	21.55%	64
Unescorted tank barge movements	75	20.72%	87
Percentages above are percent of total tank ship movements & escorted barge movements for each item.			
Escorts reported to OSPR	1		1

<u>Movements by Zone</u>	<u>Zone 1</u>	<u>%</u>	<u>Zone 2</u>	<u>%</u>	<u>Zone 4</u>	<u>%</u>	<u>Zone 6</u>	<u>%</u>	<u>Total</u>	<u>%</u>
Total movements	220		332		0		185		737	
Unescorted movements	105	47.73%	162	48.80%	0	0.00%	84	45.41%	351	47.63%
Tank ships	69	31.36%	98	29.52%	0	0.00%	45	24.32%	212	28.77%
Tank barges	36	16.36%	64	19.28%	0	0.00%	39	21.08%	139	18.86%
Escorted movements	115	52.27%	170	51.20%	0	0.00%	101	54.59%	386	52.37%
Tank ships	70	31.82%	100	30.12%	0	0.00%	52	28.11%	222	30.12%
Tank barges	45	20.45%	70	21.08%	0	0.00%	49	26.49%	164	22.25%

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 August 2007

San Francisco Bay Region Totals

			<u>2006</u>
Tanker arrivals to San Francisco Bay	77		78
Tank ship movements & escorted barge movements	367		370
Tank ship movements	231	62.94%	241
Escorted tank ship movements	120	32.70%	122
Unescorted tank ship movements	111	30.25%	119
Tank barge movements	136	37.06%	129
Escorted tank barge movements	72	19.62%	63
Unescorted tank barge movements	64	17.44%	66
Percentages above are percent of total tank ship movements & escorted barge movements for each item.			
Escorts reported to OSPR	0		0

Movements by Zone	Zone 1	%	Zone 2	%	Zone 4	%	Zone 6	%	Total	%
Total movements	238		352		0		175		765	
Unescorted movements	106	44.54%	168	47.73%	0	0.00%	78	44.57%	352	46.01%
Tank ships	71	29.83%	111	31.53%	0	0.00%	42	24.00%	224	29.28%
Tank barges	35	14.71%	57	16.19%	0	0.00%	36	20.57%	128	16.73%
Escorted movements	132	55.46%	184	52.27%	0	0.00%	97	55.43%	413	53.99%
Tank ships	80	33.61%	116	32.95%	0	0.00%	49	28.00%	245	32.03%
Tank barges	52	21.85%	68	19.32%	0	0.00%	48	27.43%	168	21.96%

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	532		788
Tank ship movements & escorted barge movements	2,769		3,917
Tank ship movements	1,596	57.64%	2,373
Escorted tank ship movements	813	29.36%	1,234
Unescorted tank ship movements	783	28.28%	1,139
Tank barge movements	1,173	42.36%	1,544
Escorted tank barge movements	617	22.28%	813
Unescorted tank barge movements	556	20.08%	731
Percentages above are percent of total tank ship movements & escorted barge movements for each item.			
Escorts reported to OSPR	9		12

Movements by Zone	Zone 1	%	Zone 2	%	Zone 4	%	Zone 6	%	Total	%
Total movements	1,754		2,716		0		1,503		5,973	
Unescorted movements	826	47.09%	1,331	49.01%	0	0.00%	692	46.04%	2,849	47.70%
Tank ships	543	30.96%	824	30.34%	0	0.00%	342	22.75%	1,709	28.61%
Tank barges	283	16.13%	507	18.67%	0	0.00%	350	23.29%	1,140	19.09%
Escorted movements	928	52.91%	1,385	50.99%	0	0.00%	811	53.96%	3,124	52.30%
Tank ships	538	30.67%	777	28.61%	0	0.00%	396	26.35%	1,711	28.65%
Tank barges	390	22.23%	608	22.39%	0	0.00%	415	27.61%	1,413	23.66%

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**

September 13, 2007

1. CORPS 2007 O&M DREDGING PROGRAM

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

- a. **Main Ship Channel** – The Essayons dredged the Main Ship Channel for eight days in June, as scheduled. A condition survey was conducted and the survey will be posted.
- b. **Richmond Outer Harbor and Richmond Long Wharf** – Dredging was completed in June. The surveys were completed and were posted.
- c. **Richmond Inner Harbor** – The dredging of Reach 2 was discontinued on June 29, 2007 due to lack of funds. More money has been received; the Corps hopes to recommence dredging in 1–2 weeks. It should take 2-3 weeks to dredge the approximately 80,000 cubic yards that remain.
- d. **Oakland O & M Dredging** – The Port has requested the next cycle of O&M dredging to be conducted this fall to -46 MLLW. The Corps is looking into disposal options.
- e. **Suisun Bay Channel** – A pre-dredge survey was conducted on September 11, 2007. Dredging will start as soon after that as the contractor can get onto the water. It should take seven weeks to dredge the channel (including New York Slough. The material will be disposed at SF-16 (5,000 cys is slated to go to Hamilton as a test of the off-loader.)
- f. **Pinole Shoal** –Dredging of Pinole Shoal was completed in June, to a controlling depth of about -35 feet MLLW; no over depth. The channel was surveyed and posted.
- g. **Redwood City/San Bruno Shoal** – The intent is to dredge in November this year with dredging extending beyond the work window until next February (with NMFS concurrence). This is dependent on the Refuge people preparing the disposal site in October as planned. If dredging does not occur this fall, it will be delayed until next June, with completion in August.

2. DEBRIS REMOVAL

Debris total for May 2007 was 13 tons. In June, the Grizzly collected 5.25 tons and in July she collected 4 tons. The Raccoon has been out of service for maintenance and is due back on September 27, 2007.

	Grizzly	Raccoon		Total						
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						
April	49.00	17.00		66						
May	13.00	0.00		76						
June	5.25	0.00		5						
July	4.00	0.00		4						
Totals	177.75	260.00	3.00	605						

3. UNDERWAY OR UPCOMING HARBOR IMPROVEMENTS

Oakland 50-ft Deepening Project - Deepening of Oakland's Outer Harbor began on March 16, 2007. Completion targeted for **February 2008**.

4. EMERGENCY (URGENT & COMPELLING) DREDGING

There has been no emergency dredging in FY 2007.

5. OTHER WORK

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

b. **Sacramento River Deep Water Ship Channel Deepening**

No funding was received, however, the project is in the Corps 2008 budget. **No change.**

6. HYDROGRAPHIC SURVEY UPDATE

Address of Corps' web site for completed hydrographic surveys.

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

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

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

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

Suisun Bay Channel Bullshead – March 8, 2006

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

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

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

Oakland Outer Harbor - Surveys completed from April to August 2007 have been posted.

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

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



CALIFORNIA STATE LANDS COMMISSION

HARBOR SAFETY COMMITTEE MONTHLY REPORT - AUGUST COMPARISON

VESEL TRANSFERS

	Total Transfers	Total Vessel Monitors	Total Transfer Percentage
August 1 - 31, 2006	317	169	53.31
August 1 - 31, 2007	309	156	50.49

CRUDE OIL / PRODUCT TOTALS

	Crude Oil (D)	Crude Oil (L)	Overall Product (D)	Overall Product (L)	GRAND TOTAL
August 1 - 31, 2006	13,418,000	0	10,868,413	21,594,770	32,463,183
August 1 - 31, 2007	14,536,800	0	12,766,624	22,749,672	35,516,296

OIL SPILL TOTAL

	Terminal	Vessel	Facility	Total	Gallons Spilled
August 1 - 31, 2006	0	0	0	0	0
August 1 - 31, 2007	0	0	1	1	25 - Diesel

*** Disclaimer:

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

Memorandum

Date: September 13, 2007

To: Harbor Safety Committee, San Francisco Bay Region

From: Len Cardoza

Subject: Water Transit Authority Technical Advisory Committee Report

Updates (in bold text).

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

2. The next WTA Board of Directors meeting IS scheduled Thursday, September 13, 2007, at the Law Offices of Nossaman, Guthner, Knox & Elliott, LLP, 50 California Street, 34th Floor in San Francisco.

3. On July 2, 2007, the WTA, together with its boat building team of Nichols Brothers Boat Builders and Kvichak Marine Industries, Inc. held a Keel laying Ceremony to commemorate the start of construction in Seattle, Washington. The first two 149 passenger vessels are scheduled to be placed into service in December 2008 to launch the South San Francisco-Oakland ferry route. The ferry will run between Oakland's Jack London Square and the Oyster Point Marina.

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

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

Background.

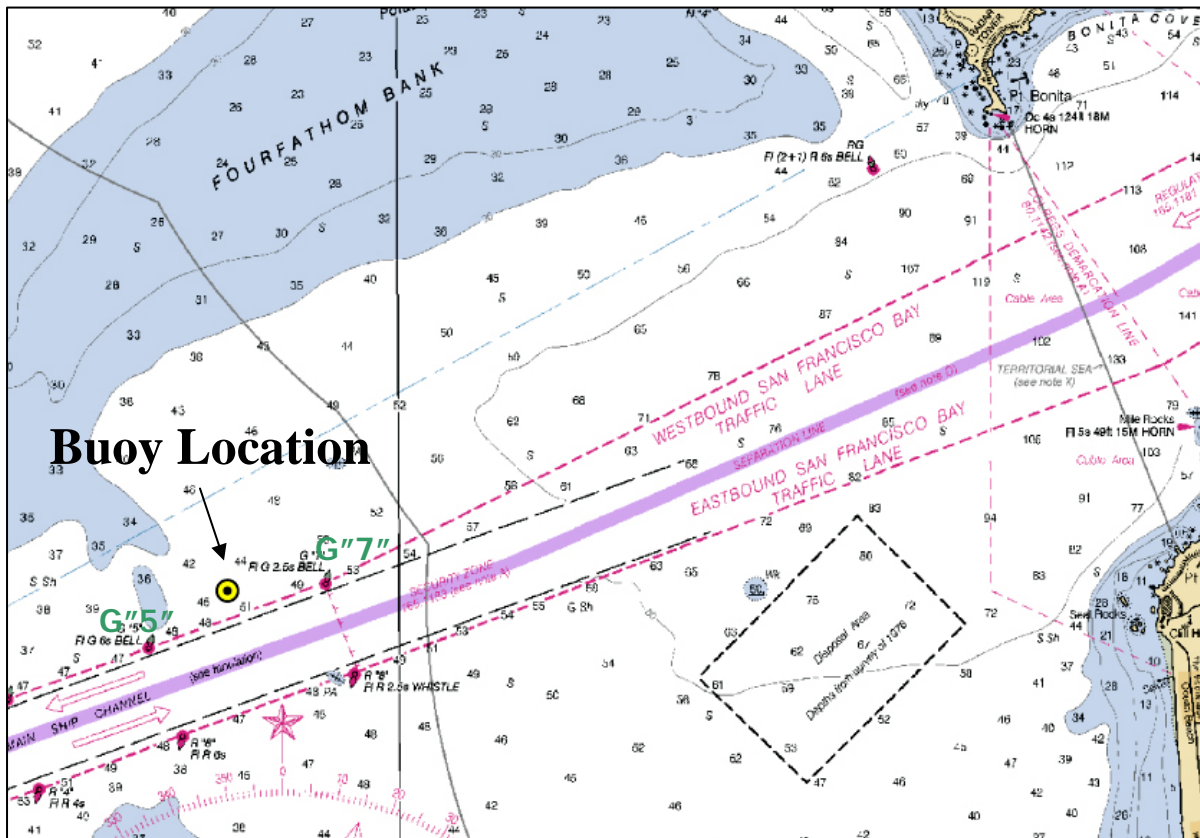
The WTA is a regional agency authorized by the State of California to operate a comprehensive San Francisco Bay Area public water transit system. The WTA's goal is "To develop a reliable, convenient, flexible and cost-effective expanded Bay Area water transit system that will get drivers out of their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

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

- The TAC will serve as a conduit to interested agencies, identifying key contacts within those agencies and facilitating discussions on specific technical items.
- Provide review and comment to WTA staff and its consultants on the myriad of technical reports and studies that will be prepared in the development of the Implementation and Operations Plan.

- Review the findings and the recommendations for consistency to promote inter-agency cooperation and integration with ongoing planning efforts.

San Francisco Bar – Station 142 Deployed July 25, 2007



Location: Lat. $37^{\circ} 46.88'$
 Long. $122^{\circ} 35.93'$
Depth: 8.3 Fathoms



Buoys measure wave height, wave direction, wave period and sea surface temperature. The data are broadcast on the NWS Marine Weather Channel, and are also disseminated in near real-time on the web at <http://cdip.ucsd.edu> (click on RECENT).

At night, the buoy will emit a yellow color flashing light.

Scripps Institution of Oceanography, La Jolla, CA
 858-534-3032
 Email: www@splash.ucsd.edu

U.S. Department of
Homeland Security

United States
Coast Guard



Commander
District Eleven

U.S. Coast Guard Island, Bldg 50-2
Alameda, CA 94501-5100
Staff Symbol: (dpw)
Phone: (510) 437-3514
Fax: (510) 437-5836

16590
San Francisco Bay (8.9)
June 12, 2007

California Department of Transportation
Attn: Steve Hulsebus
P.O. Box 23660
Oakland, CA 94623-0660

Dear Mr. Hulsebus:

As discussed during our meeting on March 14, 2007, we have revised our requirements for navigational lighting on the replacement span of the San Francisco/Oakland Bay Bridge, mile 8.9, San Francisco Bay. The SAS span lighting, approved December 19, 2001 (enclosure 1), the temporary falsework lighting, approved February 15, 2007 (enclosure 2), and the fog signals, approved March 13, 2007 (enclosure 3), are not affected.

During construction the existing span shall be lighted as required in enclosure 4. The preferred navigation channel, during construction, shall be lighted with the existing green center channel lights between piers E-4 and E-5. All piers on the existing bridge, with red pier lights, shall be lighted during construction.

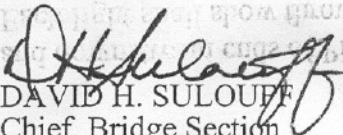
On the replacement bridge, the upstream and downstream ends of Piers E-3, E-4, E-5, E-6, E-7, and E-8, shall be lighted with red lights. Each light shall show through a horizontal arc of 180 degrees and shall be securely fastened to the end of the bridge pier, so low as practicable but not lower than 2 feet above navigable high water, to show 90 degrees on either side of a line parallel to the axis of the channel, so as to be visible from an approaching vessel (enclosure 5).

The prescribed navigational lighting must be securely attached to the structure and of sufficient candlepower as to be visible against the background lighting at a distance of at least 2000 yards, 90 percent of the nights of the year.

Lights shall be displayed from sunset to sunrise and at other times when the visibility is less than one mile.

You may contact Mr. Carl Hausner, Project Manager at (510) 437-3515 to discuss this project.

Sincerely,


DAVID H. SULOUFF
Chief, Bridge Section
Eleventh Coast Guard District
By direction the District Commander

Enclosures: (1) Lighting Diagram SAS Span, dated December 19, 2001
(2) Lighting Diagram Temporary Falsework, dated February 15, 2007
(3) Fog Signal Diagram, dated March 13, 2007
(4) Interim Lighting Existing and Replacement Spans.
(5) Replacement Bridge Lighting Diagram Piers east of E.2

Copy: US Coast Guard Sector San Francisco, Waterways
Captain Ray Shipway, Masters Mates and Pilots
San Francisco Marine Exchange
San Francisco Bar Pilots, Operations Pilot
Port of San Francisco
Port of Oakland
US Army Corps of Engineers, Navigation

Harbor Safety Committee

of the San Francisco Bay Region

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

July 8, 2007

Mayor Ron Dellums
City of Oakland

Oakland, CA

Re: Reinstatement of Oakland Fireboat Seawolf

Honorable Mayor Dellums:

Recently representatives of the Oakland Fire Department made a brief presentation to the Harbor Safety Committee of the San Francisco Bay Region at our June 14, 2007 meeting concerning the inactive Oakland Fireboat Seawolf.

The Harbor Safety Committee (HSC) was established by state legislation in 1991 to make recommendations to prevent maritime accidents that might lead to oil spills in the San Francisco Bay Region. The twenty-member HSC is composed of a wide representation of the maritime community, including the Port authorities, state and federal government, bar pilots, labor, ferry operators, cargo and oil carriers, recreational boaters and an environmental representative.

The presentation included a brief history of the fireboat operation and a comparison with other major harbors in the United States that have one or more fire boats protecting the waterfront. Committee members voiced their concern that the fireboat is a vital asset for additional maritime safety. The Committee voted:

“That the Harbor Safety Committee to send a letter to the City of Oakland to reinstate the fireboat Seawolf in support of safe navigation and emergency response to the maritime community.”

Note: HSC members from the Port of Oakland and the Port of San Francisco abstained from voting.

Thank you for your consideration of this important community asset.

Sincerely,

Joan Lundstrom, Chair
Harbor Safety Committee of the San Francisco Bay Region

Cc: Ignacio De La Fuente, Oakland City Council President
Oakland City Council
Harbor Safety Committee

Harbor Safety Committee c/o Marine Exchange of the San Francisco Bay Region
Fort Mason Center, Building B, Suite 325, San Francisco, CA 94123-1380
(415) 441-7988 – hsc@sfmtx.org

Harbor Safety Committee

of the San Francisco Bay Region

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

July 13, 2007

The Honorable Nancy Pelosi, Speaker
United States House of Representatives
235 Cannon House Office Building
Washington, D.C. 20515-0508

RE: Request for NOAA Appropriation of Operation and Maintenance Costs for the Physical Ocean Real Time System (PORTS) for the Nation's Harbors and Waterways

Dear Speaker Pelosi:

On behalf of the Harbor Safety Committee of the San Francisco Bay Region, I urge your support for \$3.5 million in full funding through the House and Senate Appropriations Subcommittee on Commerce, Justice and Science for the national operation and maintenance costs associated with the Physical Oceanographic Real Time System (PORTS) through NOAA. The California State Legislature established Harbor Safety Committees seventeen years ago in response to the catastrophic Alaskan oil spill to promote harbor safety in our five main harbors by preventing maritime accidents. The San Francisco twenty-member committee is comprised of representatives of the port authorities, the maritime community, labor, recreational boaters, ferry operators, an environmental organization, the San Francisco Bay Conservation and Development Commission, the Coast Guard et al.

PORTS provides real time tide, current and wind data vitally important in San Francisco Bay with its microclimates of weather, fog and water movement. Mariners utilize this real time data to provide safe navigation in the fourth busiest harbor in the United States. During the rainy season, pilots guiding oil tankers in Carquinez Strait rely on PORTS when they find that tide tables—based on twenty-two year averages—are inaccurate due to heavy storm runoff.

Beginning in the late 1990s, NOAA installed some 13 PORTS throughout the country, including a demonstration system in San Francisco Bay in 1996 that is used by a wide variety of the maritime community and academia. However, the San Francisco PORTS has struggled to remain on-line and partially shut down due to the lack of a dedicated source of funds for operation and maintenance. Various grants have kept this system afloat. The system in Delaware shut down

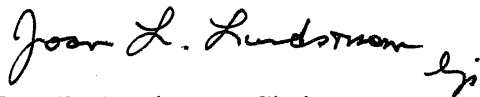
temporarily for the same reasons – no dedicated funding and a broad range of users. The Port of New York and New Jersey struggles each year to find local funding to keep the system operational. The Mississippi Port Authority for the lower Mississippi does not have funding to support continuing operations of a proposed system. Thus you can see that the funding problem is not limited to San Francisco Bay, but rather affects harbors and waterways throughout the country.

The PORTS program is an important navigational safety tool in the San Francisco Bay complex, which extends to the Ports of Sacramento and Stockton. Our region has a tremendously diverse mix of vessel traffic: chemical and oil tankers, container ships and car carriers, cruise ships, tugs and barges, commute and tourist ferries, fishing boats, recreational craft including kayaks, and the Coast Guard. PORTS data assist vessel operators in making intelligent decisions to avoid groundings and collisions, increasing traffic-handling capabilities and safety. Preventing vessel accidents that might result in oil spill pollution, PORTS further enhances protection of significant natural Bay resources that are of national and state importance. In addition, NOAA utilizes PORTS for its own weather service and for tracking oil spills should one occur.

For these reasons, the Harbor Safety Committee urges your support to fully fund the operation and maintenance of PORTS for the nation. This appropriation of \$3.5 million is needed in addition to the funding necessary for NOAA to administer the PORTS program and validate PORTS data.

Thank you for your support in this important matter. Should you want further information regarding PORTS, please contact me at (415) 461-4566.

Sincerely,



Joan L. Lundstrom, Chair
Harbor Safety Committee of the
San Francisco Bay Region

cc: Harbor Safety Committee of the San Francisco Bay Region
San Francisco Marine Exchange, Lynn Korwatch, Executive Director
State Office of Spill Prevention and Response, Lisa Curtis, Administrator
Humboldt Bay Harbor Safety Committee, David Hull, Chair
Los Angeles/Long Beach Harbor Safety Committee, Capt. John Strong, Chair
Port Hueneme Harbor Safety Committee, Capt. Andrew Harvey, Chair
San Diego Harbor Safety Committee, Capt. Debra Marks, Chair