

Harbor Safety Committee

of the San Francisco Bay Region

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

HARBOR SAFETY COMMITTEE OF THE SF BAY REGION

Thursday; November 13, 2003

Port of San Francisco, Pier 1, San Francisco, CA

Grant Stewart, American Ship Management, Chair, called the public meeting to order at 10:10 and welcomed those in attendance. The following committee members or alternates were in attendance: **Len Cardoza**, Port of Oakland; **Denise Turner** (alternate for **John Davey**), Port of San Francisco; **Nancy Pagan**, Port of Benicia; **Capt. Doug Lathrop**, Chevron Texaco; **Capt. John Karakoulakis** (alternate for **Stuart McRobbie**), SeaRiver Maritime; **Scott Merritt**, Foss Maritime Company; **Capt. Margaret Reasoner**, Crowley Maritime Services; **Marina Secchitano**, Inlandboatmen's Union; **Michael Beatie**, Golden Gate Bridge Highway and Transportation District, Ferry Division; **Capt. Larry Teague**, San Francisco Bar Pilots; **Joan Lundstrom**, Bay Conservation and Development Commission; **Margot Brown**, National Boating Federation; and **Kathy Zagzebski**, The Marine Mammal Center. Also present were U. S. Coast Guard representatives, **Capt. Jerry Swanson** (MSO) and **Cmdr. Pauline Cook** (VTS); U. S. Army Corps of Engineers' representative, **David Dwinell**; NOAA representative, **Cmdr. Steve Thompson**; **Al Storm**, OSPR; **Ken Leverich**, State Lands Commission; **Capt. Lynn Korwatch**, Marine Exchange, and more than twenty-five people from the interested public.

The Secretariat confirmed the presence of a quorum.

Corrections to minutes of previous meeting: **A. Storm**: Page 5, Tug Escort Work Group Report; strike sentence '~~However, they also require that the pilot on a loaded tanker is responsible for the vessel master having a completed checklist.~~' and, in same report, Page 6; correct language as follows: 'Question: Is there anything in the language on the form that falls back on statutory regulatory language? **A. Storm**: Yes, statute proposed changes to regulations state that the form must be completed "prior to the pilot boarding", while the revised form ~~includes~~ reflects current regulatory language that the Checklist . . .' Page 4, OSPR Report, correct language as follows: 'The way the proposed statutory changes and by-laws are written, there will always be ~~one terminal operator representative and~~ at least one tanker operator representative.' Motion by **J. Lundstrom**, seconded by **S. Merritt** to "accept the minutes of 10-9-03 as corrected." Motion passed without objection.

The Chair welcomed those in attendance and reported on the HSC Summit Meeting, held in Sacramento on October 29th. The meeting was attended by the chairs of all the California HSCs, the Administrator of OSPR and OSPR staff. Not all HSCs are as proactive as SF and the Administrator wants all HSCs to be proactive and report any needs or concerns that may be coming up. He would also like the HSCs to become more regional, with the SF HSC expanding south to Monterey and farther north. Committee names would change to reflect these expanded

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areas of concern. The group reviewed all HSC by-laws and tried to resolve any conflicts among them. OSPR will appoint Vice Chairs. The Administrator will have the authority to remove HSC members. The make-up of membership lists was reviewed to develop a common list. Existing language regarding at-large positions will be deleted, providing for an unlimited number of at-large positions. Alternates will be consistent with the by-laws of the various committees. Security will be an agenda item for all HSC meetings. HSCs will participate on Port Security Committees. The group also looked at safety issues. There have been nine instances at the Port of Los Angeles during container operations where stacks of containers were dropped into the water. Anchored barges were discussed in the context of a case on the East Coast where an anchored barge was outside the navigational channel, without adequate lights and sound signals, and was struck by a passing vessel. A proposed change would require all anchored barges to have sound signals. Another problem in Southern California is interference experienced during pilot-master VHF communications. **A. Storm** added that the day following the summit, an all-day OSPR staff meeting was held to look at statutory changes. Almost all of the changes proposed by SF, with minor changes, are a go. OSPR is going to take a slightly different approach to the differences in HSC membership from one committee to another. Statute will read the same for all HSCs and then regulations will reflect any differences. The individual HSCs will have the option of keeping existing positions at-large or shifting the position to be included in regulation, which could take a year or so. Question: When will proposed statutory changes take effect? **A. Storm**: January 1, 2005. At that time SF will lose the statutory provision for two tanker representatives, but will get that provision back the same day in regulation. **M. Brown**: Regarding anchored barges being required to have sound signals, both the National Safety Advisory Council and the National Boating Advisory Council have looked at this issue. There are no federal requirements for sound signals and therefore, no means for enforcement. **M. Reasoner**: A barge at a mooring buoy in the fog is considered an anchored vessel. LA is working on creating a navigational regulated area, so the barges working on a mooring buoy are not required to sound signals. This is an important issue for the SF Bay Area, with significant bridge construction scheduled. There is no requirement in place to provide that a barge advise small vessels without radar where the barge is located or if it is tied to a buoy by a line that a small boat may not be aware of.

USCG REPORT, J. Swanson. (1) **J. Swanson** reported on port operations statistics for pollution response and investigations and significant port safety events for the period October 1, 2003 through October 31, 2003. A written report is made a part of these minutes. (2) The Northern California Area Security Committee meeting was held yesterday. The draft charter is ready for the COTP's signature. Twenty-three perspective organizations are seeking membership and the committee may be expanded by one or two additional members. Members will be identified by December. (3) Facility security plans are due December 21, 2003. Local CG is awaiting amplifying guidance and then workshops will be scheduled. (4) The COTP has initiated an outreach effort to outlying ports, including Redwood City, Eureka-Humboldt Bay,

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Sacramento and Stockton; areas where he might not usually visit. (5) **P. Cook** reported that AIS has been funded with money earmarked for SF and Seattle. Equipment will arrive in April and VTS should be able to receive signals from vessels next summer. (6) **P. Cook** reported that, when vessels are checking-in with VTS, the radio circuits are getting full as a result of requirements for ferry check-in. VTS SF has applied for an additional channel and the request has been approved. It should be ready for use in a month or so. Question: Will the additional channel be for ferry traffic? **P. Cook**: Probably. It would also provide for the anticipated additional communication when tugs are required to check-in. Question: Will there be a requirement for ferries on a public schedule to monitor a second channel; 13 plus another? **P. Cook**: Established ferry routes have a minimum requirement to file a sailing plan prior to departure. VTS is still working on an implementation plan for using channel 11. The new channel may be used solely for ferry traffic. Question: VTS has talked about meeting with tug companies, but until that happens, are tugs required to check in with VTS if MarSec is elevated? **P. Cook**: Yes, on channel 11. Question: Ferries now monitor 16, 13 and 14. Will the addition of another channel mean that they need to monitor four channels? **P. Cook**: The thought envisioned is that a ferry would make the initial call on 11, and then shift over to 14.

CLEARINGHOUSE REPORT, A. Steinbrugge. A written report with statistics for the month of October 2003 is made a part of these minutes. There were no calls to OSPR during the month of October for a possible escort violation or from pilots to report a vessel arriving at the pilot station without escort paperwork. Year-to-date, there have been three calls to OSPR regarding escort violations. There were two calls regarding escort violations in 2002; six calls in 2001 and five calls in 2000.

OSPR REPORT, A. Storm. (1) The application period for the dry cargo position was to have closed on October 24, 2004, but with no applications received, the application period has been extended to the end of November. (2) Regarding the tanker operator position, one application has been received, from **Marc Bayer**. OSPR is looking at establishing a policy for defining 'tanker operator'. **M. Bayer** represents a time-charterer. OSPR is working with the operators to develop a definition acceptable to OSPR and the maritime community, hopefully by the December HSC meeting. **J. Karakoulakis**, as alternate, will continue to represent tanker operators for the time being.

NOAA REPORT, S. Thompson. (1) There are no new chart editions. (2) Appointments to the Hydro Services Review Panel have not been announced yet. (3) Two new NOAA products are available on CD; the Coastal Change Analysis Program, which has data on changes between 1986 and 1993; and the SF Bay Watershed and Bay Mapping Project, a GIS project. A two-day workshop on the watershed and mapping project is scheduled for next week. The workshop is full, but if there is enough interest, another can be scheduled. (4) A weather services map for Central California has been produced, with all sites from Pt. Conception to Pt. St. George,

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including radio frequency, phone numbers and buoy information. Similar maps are available for all of California. (5) Buoy 13 in Bodega Bay is working in time for crab season, which opens today. (6) Weather patterns are normal for this time of year. Two month's data indicates that we may be heading for a minor el nino, but it takes three month's for accurate prediction.

COE REPORT, D. Dwinell. (1) **D. Dwinell** introduced his new supervisor, **Mike Dillabough**, who will be attending HSC meetings regularly. (2) The text of the COE Report is made a part of these minutes by attachment. Question: Is there any budget information on a new debris boat? **M. Dillabough:** There is no money in the budget for the boat. A number of issues are in a \$191 million backlog, including a dam with gates rusted in place. The new debris boat is in the bottom thirty of backlogged items and isn't expected to appear in the budget for the next two years. Other options are being explored. Question: Will California get a fairer share of federal money in the next budget? **L. Cardoza:** The money is in three pots, (1) studies, (2) general construction and (3) operations and maintenance. California got less money than Florida from (1) and (2) last budget, but more from (3). Question: How much in advance do projects need to be submitted for inclusion in the COE budget? **M. Dillabough:** Operations and maintenance, annually. Congressional acts come whenever they pass. In general, the COE budget is on a two-year cycle. All proposed dredging projects are put into the budget, but when COE funding comes, many non-yearly projects fall below the cut-off and must be addressed through Congressional acts.

STATE LANDS COMMISSION REPORT, K. Leverich. (1) There were no terminal spills during the past month. (2) All security plans for marine terminals were approved the day before yesterday. Thanks to the CG for their cooperation and assistance. (3) The next customer service meeting will be held in January and will include a presentation on NOAA weather products.

NAVIGATION WORK GROUP REPORT, L. Teague. No report.

UNDERWATER ROCKS WORK GROUP REPORT, L. Cardoza. (1) The Chief Engineer, COE, visited the SF Bay Area on October 29, 2003. He toured the Bay Model and learned how the HSC contributes to SF Bay Area efforts. (2) The conference report from Engineering and Water Appropriations is out. It is a voluminous bill which looks at \$20 million for the Oakland deepening project and \$9 million for operations and maintenance. Isolated high spots in the federal channel are being dredged under operations and maintenance now. New sounding data should be out at the end of the month, showing the best numbers since 2000. (3) The report of the Underwater Rocks Work Group is made a part of these minutes by attachment.

FERRY OPERATORS WORK GROUP REPORT, N. Pagan. No report. (1) **M. Beatie** made a plea for support on behalf of the Department of Boating and Waterways. Boating and Waterways, with its huge budget from gasoline taxes, makes it a target for inclusion as part of

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the Department of Parks and Recreation. This could put many marine projects at risk, including the large project proposed for San Francisco Marina. Bay Area harbormasters and the boating public are getting involved in the effort to retain the Department of Boating and Waterways. **Brian Gross**, SF Marina Harbormaster and Vice President of the California Harbormasters Association, went on record in support for keeping the Department of Boating and Waterways intact and in support of Director Ray Tsuneyoshi. A take-over of B&W could result in a depletion of funds for projects that benefit recreational facilities for boaters. (2) In light of the recent catastrophic ferry accident in NY, **M. Beatie** sought direction/advice for looking into the manning of high speed vessels on SF Bay waters. He read from a letter to the CG voicing concerns. Current CG regulations only require one licensed person on the bridge of a high speed vessel, defined as any vessel transiting 30 kts with more than 100 passengers. Golden Gate Ferry requires two licensed masters in the wheelhouse at all times. There have been five incidents in SF Bay, and luckily no fatalities. SF Bay is a high profile area, with fog, traffic and barges. Management tends to favor one licensed master for economic reasons. Proper manning is the most important safety factor. All ferry captains are in accord with the proposal for two licensed masters. **M. Brown** will submit copy of **M. Beatie's** letter to NavSac. **M. Beatie** added that the senior deckhand concept favored by the IBU doesn't provide the necessary expertise and training background needed to provide an adequate level of safety. **J. Swanson**: The COTP is reviewing manning levels at this time and is expecting recommendations from staff shortly. He requested a copy of the letter. The issue is greater than the SF Area. **M. Secchitano**: The problem with manning has to do with funding mechanisms. There is no question that having two captains is a good idea. The senior deckhand is not meant to replace a second officer. Question: What is the practice in areas running high speed ferries around the U. S. or in other countries? **M. Beatie**: SF is out of sync with the IMO code, which states that the crew complement should include two officers in the operations compartment when a vessel is underway. The Passenger Vessel Association is opposed to two licensed officers. This is not an issue to be addressed nationally because SF is not comparable to Catalina, etc. SF has increased traffic and weather concerns. **G. Stewart**: The COTP should be allowed to complete his review and develop recommendations. The Ferry Work Group can look at this, but the chair would like to defer until the COTP reports back to the HSC.

PREVENTION THROUGH PEOPLE WORK GROUP, M. Brown. (1) The group met in Hercules on October 10, 2003. They began work on a new Rule 9 brochure and saw a rough cut of some of the video. The main hold-up is the fact that the videographer has a limited amount of remaining paid time available. Additional hours of his time need to be budgeted for this project. Work is progressing satisfactorily. (2) The next meeting will be held on November 25, 2003 at 12:00 to work on the video and Rule 9 brochure. Attendees should bring their own lunch to this working lunch meeting. The Chair to **A. Storm**: Can OSPR influence the addition of hours to staff for the video project? **A. Storm** will forward the request to the Administrator.

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TUG ESCORT WORK GROUP, J. Lundstrom. The report of the work group is made a part of these minutes by attachment. The issue is not having a completed form, but rather that the master is aware of tug escort regulations and the form before arriving in SF. The vote on the work group's recommendations scheduled for the October meeting was postponed because of OSPR concerns. The Tug Escort Work Group recommended that the master have the checklist completed prior to the pilot boarding. OSPR's concern was that there is no enforcement possible. The work group then looked at how, by process, this safety issue could be addressed. After extensive discussion, the work group recommends that the issue be addressed primarily by alerting ship agents to plan ahead for tug escort, through the following procedures: (1) The MX will send a reminder letter to agents, along with a revised Checklist that incorporated the warning that failure to comply with completing the Checklist is a violation; (2) VTS has agreed to add the requirement for completion of a Checklist to the *Local Notice to Mariners* for one year and to include it in the *VTS Users' Manual*; (3) NOAA to include updated tug escort requirements in the *Coast Pilot*; (4) beginning October 1, 2003, the MX dispatchers will advise every agent of the Checklist requirement; (5) the pilots' dispatcher will ask every agent about compliance with the requirement when the agent calls to order a pilot; (6) the HSC should encourage terminal operators to remind ships to comply; and (7) OSPR should follow-up with the master and agent when a report is received that the master was not prepared to comply with tug escort regulations. In practice, the work group recommends that the pilot report to the MX when they board a vessel if the checklist is not completed and the vessel is not in compliance with escort regulations. MX would then report to OSPR, who would follow-up with the master and agent. OSPR will draft a letter to all agents reminding them of their responsibility. The MX will keep statistics for review. The work group further recommends deleting the mandatory requirement that pilots must have checklists available when boarding, although pilots will continue to provide the checklist without the implied liability; and deleting the requirement that a list of training programs be maintained by the MX. **A. Storm:** OSPR is in agreement with the recommendations of the work group and will draft a letter to agents, as distributed to the committee and made a part of these minutes by attachment. The reason for deleting the requirement that the MX/CH maintain a list of training is that, in practice, OSPR does this. **J. Lundstrom:** The work group also submits for HSC approval a revised Tug Escort Plan form. Changes are: language added to include master acting as pilot; intended speed added; and authorization language added at bottom of form, citing tank vessel's responsibilities under code and penalties for violation. **MOTION by J. Lundstrom,** seconded by **M. Beatie,** "for approval of the recommended changes to regulation, recommendations and revised Tug Escort Plan." Motion passed unanimously. **J. Lundstrom:** The work group also looked at the requirement that a tug captain escorting a loaded vessel must have CG Merchant Mariners Document. The issue was raised by a Westar captain with thirty years experience who did not have the MMD. OSPR pointed out that some state escort requirements are more stringent than federal requirements. The question was whether this requirement is a good one. Westar is now requiring the captain in question to get the MMD. The question becomes whether a change in

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the requirement will give any added value. The consensus of the group was 'no' and so the Tug Escort Work Group does not recommend changing the provision. The group will not meet again until the end of April to review checklist tracking and the response of shipping interests.

Question: Does the MMD process include an FBI background check? **J. Swanson:** Yes. **S. Merritt:** The MMD is a method for tracking merchant mariners. It was the feeling of the work group that there is no barrier to licensed personnel getting the MMD. **J. Lundstrom:** There is no safety issue for the HSC to address in looking at a change in statute to delete this requirement. The tug company that raised the issue is taking care of it and is in agreement that the requirement should stay.

PORTS FUNDING WORK GROUP, S. Merritt. There has been conflicting information. The group was initially seeking a method for providing private funding and was then advised that the NOAA budget includes operation and maintenance of PORTS. **S. Merritt** will review the status of these concerns and the group will meet again. **L. Korwatch: Capt. Dave McFarlane** of NOAA has been appointed Director of PORTS. He will visit SF and meet to discuss the future of PORTS funding. The \$35,000 grant from Boating and Waterways is nearly exhausted, with \$2,000 remaining. **M. Beatie** will raise the issue of PORTS funding support at tomorrow's B&W Commission meeting as well as the \$7,000 commitment for expenses in producing the video. In response to a question, **M. Beatie** responded that earlier he was seeking individuals to support B&W, but will raise the question of HSC support if HSC is so inclined. IN the end the Governor decides if B&W becomes part of Parks and Recreation. Question: What happens to PORTS when the money runs out? **A. Steinbrugge:** The phone bill couldn't be paid and the phone lines would go down. **L. Korwatch: A. Steinbrugge's** has been paid under the grant. Perhaps the MX can carry PORTS for a short time, looking to reimbursement.

PORTS REPORT, A. Steinbrugge. (1) The NOAA prototype side-looking unit for the Benicia Bridge is being installed next week. The unit discussed last meeting has not yet been installed. Locating it behind the fendering system creates some problems and manufacturing company is looking at a different mount. (2) While the team that checks tide stations was in SF last week, they changed the wind sensor at Port Chicago. (3) Data is being received from all stations except salinity. Those units will require long term funding for maintenance and calibration.

PUBLIC COMMENT. Sheila Chandor, Harbormaster, Pier 39 Marina, and member of the Board of Harbormasters and Port Captains Association, addressed the HSC regarding small craft harbor security concerns. **Cmdr. Phillips** met with a number of SF Bay Area harbormasters to discuss security concerns and suggested they seek HSC support for a recommendation for assessment of the security needs of small craft harbors. **S. Chandor** added that support for Boating and Waterways is important because all California harbors and ports rely on the fiscally well-run department. The Chair recognized the other harbormasters in attendance and asked

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what the group would like from the HSC. **Diane Eisley**, Director of the Board of Harbormasters and Port Captains Association, for **Jay Elder**, Chair of the Association's Safety and Security Committee, said the group wants to know what they should be doing about security; has there been an assessment of small craft harbors; and are there any training programs available? The Chair referred the questions to the COTP, as federal security officer responsible for all marine security, including ships and terminals. **J. Swanson**: There is a Bay Area Security Committee and **Cmdr. Greg Phillips** is the COTP's Chief Security Officer. The best venue for the harbormasters' questions is the Northern California Area Marine Security Committee, which covers San Luis Obispo to the Oregon border. Small marinas are exempt from federal regulations if no 150-passenger vessels or commercial cargo vessels call. There are awareness issues and suspicious activity should be reported. **B. Gross**: The concern is that, as regulations become more stringent on deep draft ports, the small marinas become the easiest access point. Small marinas need to implement increased security, but don't qualify for grant funding. The small craft harbors are seeking direction on how to continue the process to develop increased security so they don't fall victim to the overflow from well-protected ports. **J. Swanson**: The COTP doesn't have the authority to direct greater security measures be implemented or to provide funding. There is still a long way to go to address tankers, facilities and ports. The small marinas may be in the next round or with increased awareness of their issues. Perhaps these issues could be addressed by state funding. Recreational community security is a national issue being considered, but the process is evolving and the greatest risks are being addressed first. **S. Merritt**: This was the first step and the representatives of marinas are encouraged to stay involved and attend HSC and COTP security meetings so that, as priorities evolve, these concerns can be addressed. **J. Lundstrom**: The HSC was formed by state law to prevent oil spills. It's only recently that the HSC started getting security reports subsequent to the September 11th attacks. The responsibility for security is federal. **A. Storm**: At the SF HSC meeting he attended, OSPR Administrator **Carl Moore** did ask the HSC to participate in security issues to the level that the HSC wanted to. The liaison for security is addressed by the COTP report to the HSC. Security can lead to preventing oil spills. The Administrator also stated that he would fund a training program developed by the committee in conjunction with security. **G. Stewart**: There is a California Department of Homeland Security. While it has personnel numbering only five at this time, it will expand into areas not covered by the federal government, including dams and power plants. **M. Reasoner**: It's good to have so many representatives from the recreational boating community and good for all maritime interests to hear each other's concerns, including Rule 9 issues. The Chair added that he would like to see representatives of the small craft harbors at future meetings and that the HSC is happy to hear their issues and help with their concerns.

OLD BUSINESS. **A. Steinbrugge** reported that the HSC meeting schedule for 2004 has been finalized. Meetings in February, September and November will be held on the second

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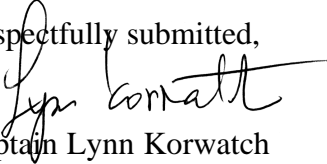
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Wednesday of the month due to holidays. The September meeting will begin at 9:30 due to Port of Oakland scheduling.

NEW BUSINESS. (1) **Sara Randall**, San Francisco Bay Restoration Project Manager, The Institute for Fisheries Resources, announced that the institute has partnered with NOAA and has \$50,000 in grants for bay restoration groups. Currently, Save the Bay and the Audubon Society receive funding. An RFP for available funding will be issued within the next two weeks. (2) **L. Korwatch** welcomed the small recreational boating community representatives and offered the on-line resources of the MX at www.sfmix.org for information on the HSC and security issues. She emphasized the value of PORTS to the recreational community. An MTS meeting is scheduled for November 20, 2003 at 10:00 at CMA. The Area Security meeting is scheduled for December 9, 2003 at the Port of Oakland. These meetings are held the second Tuesday of each month and are open to the public. The National HSC Conference will be held in Port Everglades February 23, 2004. OSPR Administrator is seeking funding to send all California HSC chairs to attend. (3) **L. Teague** reported a recent incident which demonstrated that tug escort procedures work. A 44' loaded tanker was transiting the bay on a flood current to Richmond Long Wharf. At Pt. Blunt the ship lost propulsion. The tethered tug turned the vessel and two other tugs on standby at Southampton Channel buoys 1 and 2 responded. The vessel regained some power and the transit was completed. The pilot, **Capt. Eric Dohm**, thanks VTS for their cooperation.

The next meeting of the HSC will be held on December 11, 2003 at 10:00 at the Port of Oakland.

MOTION by **M. Secchitano**, seconded by **M. Beatie**, to "adjourn the meeting." Motion was passed without objection. Meeting adjourned at 12:25.

Respectfully submitted,

Captain Lynn Korwatch
Executive Secretary

**USCG Marine Safety Office San Francisco Bay
Port Operations Statistics
October 2003**

PORT SAFETY:	TOTAL
• SOLAS Interventions/COTP Orders:	01
• Marine Casualty: Allision/Collision (3) Grounding/Sinking (0) Fire (0)	03
• Marine Casualty (Mechanical): Propulsion (1) Steering (3)	04

POLLUTION RESPONSE:	MSO
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Total oil pollution incidents within San Francisco Bay for the month:	10
▪ Source Identification; Discharges and Potential Discharges from:	
Deep Draft Vessels	00
Facilities (includes all non-vessel)	00
Military/Public Vessels	00
Commercial Fishing Vessels	01
Other Commercial Vessels	00
Non-Commercial Vessels (e.g. pleasure craft)	03
Unknown Source (as of the end of the month)	06
▪ Spill Volume:	
Unconfirmed	03
No Spill, Potential Needing Action	01
Spills < 10 gallons	06
Spills 10 to 100 gallons	00
Spills 100 to 1000 gallons	00
Spills > 1000 gallons	00

Significant Cases:

27 Oct 03 Project Monarch Barge still ongoing, administrative order issued to potential owner , awaiting response.

14 OCT- M/V Trig Land amplifying information not releasable due to on-going investigation.

22OCT- M/V APL Philippines amplifying information not releasable due to on-going investigation.

25OCT- M/V Monte Carlo Horn Blower amplifying information not releasable due to on-going investigation.

San Francisco Bay Clearinghouse Report For October 2003

San Francisco Bay Region Totals

			2002
Tanker arrivals to San Francisco Bay	46		68
Tank ship movements & escorted barge movements	278		298
Tank ship movements	154	55.40%	205
Escorted tank ship movements	72	25.90%	94
Unescorted tank ship movements	82	29.50%	111
Tank barge movements	124	44.60%	93
Escorted tank barge movements	69	24.82%	48
Unescorted tank barge movements	55	19.78%	45
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	167		260		0		139		566	
Unescorted movements	78	46.71%	130	50.00%	0	0.00%	61	43.88%	269	47.53%
Tank ships	49	29.34%	80	30.77%	0	0.00%	35	25.18%	164	28.98%
Tank barges	29	17.37%	50	19.23%	0	0.00%	26	18.71%	105	18.55%
Escorted movements	89	53.29%	130	50.00%	0	0.00%	78	56.12%	297	52.47%
Tank ships	44	26.35%	68	26.15%	0	0.00%	39	28.06%	151	26.68%
Tank barges	45	26.95%	62	23.85%	0	0.00%	39	28.06%	146	25.80%

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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San Francisco Bay Region Totals

			<u>2002</u>
Tanker arrivals to San Francisco Bay	#REF!		709
Tank ship movements & escorted barge movements	3,313		3,015
Tank ship movements	2,016	60.85%	1,981
Escorted tank ship movements	998	30.12%	996
Unescorted tank ship movements	1,018	30.73%	985
Tank barge movements	1,297	39.15%	1,034
Escorted tank barge movements	697	21.04%	564
Unescorted tank barge movements	600	18.11%	470
Percentages above are percent of total tank ship movements & escorted barge movements for each item.			
Escorts reported to OSPR	2		2

<u>Movements by Zone</u>	<u>Zone 1</u>	<u>%</u>	<u>Zone 2</u>	<u>%</u>	<u>Zone 4</u>	<u>%</u>	<u>Zone 6</u>	<u>%</u>	<u>Total</u>	<u>%</u>
Total movements	2,046		3,108		1		1,705		6,860	
Unescorted movements	949	46.38%	1,531	49.26%	1	100.00%	788	46.22%	3,269	47.65%
Tank ships	656	32.06%	991	31.89%	0	0.00%	474	27.80%	2,121	30.92%
Tank barges	293	14.32%	540	17.37%	1	100.00%	314	18.42%	1,148	16.73%
Escorted movements	1,097	53.62%	1,577	50.74%	0	0.00%	917	53.78%	3,591	52.35%
Tank ships	659	32.21%	946	30.44%	0	0.00%	491	28.80%	2,096	30.55%
Tank barges	438	21.41%	631	20.30%	0	0.00%	426	24.99%	1,495	21.79%

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**

November 13, 2003

1. CORPS 2003 O&M DREDGING PROGRAM

- a. *Main Ship Channel* – Complete
- b. *Richmond Outer and Southampton Shoal* – Complete.
- c. *Richmond Inner* – Complete
- d. *Oakland (Inner & Outer)* – Contractor is dredging and the project is estimated to be over 90% complete. Environmental Window closes on December 1. Corps is coordinating O & M dredging with the deepening project time line. Material is going to the ocean. The Corps performed emergency dredging on some portions of the Oakland channel.
- e. *Suisun Bay Channel* – Complete.
- f. *Redwood City* – Complete
- g. *San Rafael* – Complete.
- h. *Petaluma* – Complete
- i. *Pinole Shoal/Suisun Bay Channel/New York Slough* – Complete

2. CORPS 2004 O&M DREDGING PROGRAM

The Corps is waiting for the 2004 budget to be passed and signed so we can determine what we will do on this years dredging program. We are working under a continuing resolution authority. Under the continuing resolution authority, we are preparing for our yearly projects. When the Corps budget is passed by congress and signed by the President we will see if we have any additions to the budget for other dredging projects not listed below.

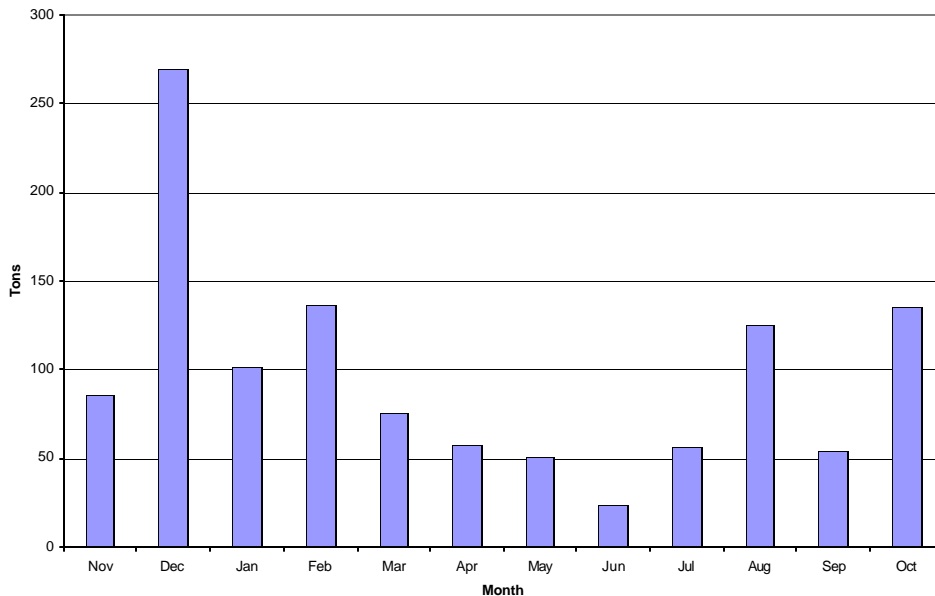
For Oakland Inner and Outer Harbor and Richmond Inner Harbor the Corps plans to combine the two projects into one Indefinite Delivery Indefinite Quantity (IDIQ) dredging contract. This contract will have a base year with two option years. The Corps is working to have this contact in place early next year.

- a. **Main Ship Channel** – Expect to start dredging in late May or early June. Government dredge *Essayons* is scheduled to perform the dredging.
- b. **Richmond Outer Harbor and Southampton Shoal** – Expect to start this work in early June. Government dredge *Essayons* is scheduled to perform the dredging. Material is scheduled to go in-bay to the Alcatraz Disposal Site (SF-11).
- c. **Richmond Inner Harbor** – Anticipate that the contract will be in place and that dredging should start 1 June. Material is scheduled to go to the Deep Ocean Disposal Site (SF-DODS)
- d. **Oakland Outer and Inner Harbor** – Anticipate that the contract will be in place and that dredging should start 1 August. Material is scheduled to go to SF-DODS.
- e. **Suisun Bay Channel** – Expect to start dredging in early July. Material is scheduled to go to Winter Island or Sherman Island. The Bull's Head Reach is scheduled to go to SF-16.

2. DEBRIS REMOVAL

The total tonnage of debris collected on the San Francisco Bay for October 2003 was 135 tons. This is up from the 54 tons collected in the month of September. The Raccoon went back into service on Oct. 14th after regularly scheduled shipyard maintenance. During the ship yard period 200 square feet of engine room hull plate was replaced. Two derelict vessels were recovered. One was a 25 foot 14 tons vessel. We also found two 2 foot long and 6 inch white phosphorous canisters that SF Police recovered as per the instructs read. "do not touch. call the military or police." Marine 3 an SF Police vessel collected the container after our call went out to USCG Group SF.

Debris Removal 2002/2003



3. UNDERWAY OR UPCOMING HARBOR IMPROVEMENTS

a. Oakland 50-ft –

Construction is continuing. Dredging with the disposal of material at Montezuma Wetlands Restoration site should start on November 15, 2003. The contract for the demolishing of a building has been let. It was decided not to let the contract for the storm water treatment unit in Middle Harbor at this time. It is likely the additional funds will be added to the dredging contract under the Corps continuing resolution authority until Congress passes the FY 2004 budget and the President signs it.

b. S.F. Rock Removal Feasibility Study

As previously reported, based on the present information, the decision has been made to put out a final report so the work that has been accomplished can be of use in the future and then to stop work. Corps is presently working on the final report providing a summary of the work accomplished to date. The Final Report was scheduled to be completed earlier, but it required additional work. We now have what is called a Draft Reference Report and it has been provided to State Lands and the Port of Oakland for review. We have received their comments and we are in the process of incorporating them into the report.

4. EMERGENCY DREDGING

There has not been any emergency dredging in FY 2004 and the Corps is working hard in its dredging program to try to eliminate the need for emergency dredging. For example, we have been perform advanced maintenance in the Suisun Channel at Bull's Head Reach.

5. CORPS' BUDGET

The Corps is waiting for the FY 2004 budget to be passed and signed so we can determine what we can do on this years dredging program. The only FY 2003 project this is still ongoing is Oakland and it is in the process of being completed. We are starting work on our annual projects under our continuing resolution authority.

6. OTHER WORK

San Francisco Bay to Stockton.

The San Francisco District is looking at a General Re-evaluation Report (GRR) to deepen the John F. Baldwin Ship and Stockton Deep Water Ship Channels. This would be only 1 or 2 feet. Division has given ok to proceed with study. The Corps signed the Pre-construction Engineering Design agreement with the Port of Stockton on July 11, 2002. This started Phase 1 of the GRR on salinity and economics. The Department of Water Resources has performed model studies in support of the GRR. We have completed the peer review of the salinity model and have finished up the economic analysis. The results of these studies look promising that the Corps can justify a project. Based on these studies the Port wants to continue and the Corps is developing scopes for the full General Re-evaluation Report (GRR) and writing a Project Management Plan. Contra Costa County will now be brought in as a full partner.

Sacramento River Deep Water Ship Channel Deepening

Status unchanged – Project work is continuing.

The San Francisco District has taken over the Sacramento River Deep Water Ship Channel Deepening Project from the Sacramento District. This project is looking to continue the authorized deepening project of the channel from 30 feet to 35 feet. The Corps developed a Project Management Plan (PMP) and the Port concurred to initiate the study in July 2002. We are doing a Limited Re-evaluation Report (LRR) that focuses on economics and updating the environmental documentation. The studies should take approximately 24 months (July 2004). We are continuing to work on this project. At present, the economic study indicates the project may be justified to some depth. We have awarded the contract for the salinity model. We are waiting for funding for sediment testing and for evaluating the disposal sites. The initial estimate is we will need capacity to dispose of approximately 6.5 million cubic yards of material.

Memorandum

Date: November 13, 2003

To: Harbor Safety Committee, San Francisco Bay Region

From: Len Cardoza

Subject: Underwater Rocks Work Group Report

The Underwater Rocks Work Group did not meet during the last month.

The Corps of Engineers (CoE) completed the Draft Reference Report (Report) reflecting the status of the Corps of Engineers (CoE) Feasibility Study (FS) for the project and released it to the California State Lands Commission (CSLC, non-Federal sponsor) and Port of Oakland (Chair, Underwater rocks Group) for review. The CSLC and Port of Oakland provided comments on the Draft Report to the CoE. The CoE is in the process of addressing the comments on the Draft Report, with a final report scheduled for release by the end of December 2003. The CoE will then have the Report and all references (other study reports) posted on the CoE web site.

The Final Reference report will summarize all work accomplished to date on the project. An Underwater Rocks Work Group meeting is tentatively scheduled for 10:00, December 4, 2003, at the CSLC offices in Hercules, CA. The purpose of the meeting is to discuss the Draft Report and reviewers' comments.

My unofficial, abridged version of the Draft Reference Report's executive summary follows:

The San Francisco Bay Rock Removal Feasibility Study was initiated on April 2000 pursuant to Congressional House Resolution docket 2516, adopted May 7, 1997. The San Francisco Bay Harbor Safety Committee identified four named submerged rock mounds (Harding, Shag Arch, and Blossom) together with an additional un-named mound, all located in central San Francisco Bay, as a major hazard to navigation. Removing this hazard would significantly reduce the possibility of a major oil spill resulting from a vessel striking one of the mounds. Although there are other obstructions to navigation within the Bay, these rock mounds are especially dangerous due to their close proximity to the confined shipping lanes.

The Corps of Engineers, working with the Harbor Safety Committee's Underwater Rocks Work Group and the California State Lands Commission, investigated the economic and environmental feasibility of lowering the rock mounds to depths required for safe navigation. The focus of the study was to develop a structural alternative (i.e. physically lower some or all of the rock mounds).

The following studies / field investigations were performed in support of the study:

- Hydrographic study (mapping underwater topography)
- Seismic survey (geological data)
- Benthic survey (environmental habitat)
- Risk assessment Simulation (risk analysis – incident causes, frequency and potential volume of oil spills)
- Bio-economic oil spill simulation (ecological and financial consequences of an oil spill)

The Corps of Engineers determined that there was not a Federal interest in pursuing a structural alternative (physically lowering some or all of the rocks) as a result of the study.

As previously reported, The Project Team, led by the CoE, arrived at following conclusions:

1. The risk assessment model for the study resulted in a cost benefit analysis significantly below the 1:1 ratio required to proceed with CoE projects under the concept of National Economic Benefit (NED).
2. It is also unlikely that the Corps of Engineers can pursue the project's structural alternative (rock removal) under the Federal objective for National Ecosystem Restoration (NER). The FS documented that an oil spill in the San Francisco Bay will have devastating environmental impacts. However, characterizing the prevention of these impacts as environmental restoration is problematic, from the perspective of the CoE. Although prevention of these impacts is a potential project output, CoE Principles and Guidelines for project formulation might not consider these outputs as environmental restoration. The outputs result from preventing an accident rather than restoring the environment.
3. The Draft Reference Report for the feasibility study concludes that other, non-structural measures (such as employing additional tractor tugs) should continue to be pursued. It is unlikely that the Federal Government will fund these non-structural measures as a CoE civil works project.

November 4, 2003

To: Harbor Safety Committee
From: Joan Lundstrom, Chair, Tug Escort Work Group
Subject: Tug Escort Checklist Completion

Tug Escort Regulations require that the pilot on a loaded tanker is responsible for the vessel master having a completed tug escort Checklist. If the master has not prepared the Checklist at sea when the vessel reaches the pilot station, the transit can be delayed and as a major distraction potentially be a safety problem when entering the shipping lanes in the Bay.

While the Regulations specify that “The vessel owner/operator shall assure that the vessel master complete the Checklist according to the requirement in the subchapter” (851.1(b)(2)a), the requirement is applicable when the vessel enters Zone 1, which is at the Golden Gate Bridge, not the pilot station at sea. After extensive discussion, the Work Group recommends that the issue be addressed primarily by alerting ship agents, representing vessel owners, to plan ahead for tug escorts i.e. completing the Checklist, and by OSPR following up when the Checklist is initially incomplete. This would be accomplished by OSPR, the Clearing House (Marine Exchange), Pilots, VTS and NOAA as outlined below. A number of these procedures are already underway.

The Work Group does recommend deleting the mandatory requirement that pilots must have checklists available when boarding. However, pilots will continue to provide the Checklist, but will not have the implied liability. And the Work Group recommends, upon mutual agreement between OSPR and the Clearing House, deleting a requirement that a list of training programs be maintained by the Clearing House.

Recommendation to Change Tug Escort Regulation:

“Tug Escort Plans” Delete 851.6(a)(7): “Pilots shall have blank Checklists available when boarding the tank vessel”.

“Clearing House Responsibilities” Delete 851.6(10): “maintain the list of training programs approved by the Administrator and provide a copy of that list upon request to any interested party;”

Recommendation to Change Procedures:

1. The Marine Exchange will send a reminder letter to ship agents, along with a revised Checklist which incorporates the warning that failure to comply with completing the Checklist is a violation (see revised San Francisco Bay Area Tug Escort Plan).
2. VTS agreed to add for one year to the Local Notice to Mariners of the Checklist requirement for loaded tankers, and also to the VTS Users Manual.
3. NOAA: The Coast Pilot, which publishes tug escort regulation, should be checked for updated information.

4. Beginning October 1, the Marine Exchange Dispatch will also advise every agent of the Checklist before a transit.
5. The Pilot Dispatch will ask every agent when a Pilot Order Form is given a day prior to a transit.
6. The Harbor Safety Committee should encourage terminal operators to remind ships to comply.
7. OSPR should follow up with the ship agent and owner when the Clearinghouse reports to OSPR that the Checklist was incomplete when the pilot boarded the ship at sea. Also OSPR should develop a generic letter to ship agents reminding them of the responsibility of complying with tug escort responsibilities through completing the Checklist in advance of arrival at sea.

TITLE 14, CALIFORNIA CODE OF REGULATIONS
SUBDIVISION 4. OFFICE OF SPILL PREVENTION AND RESPONSE
CHAPTER 4. VESSEL REQUIREMENTS
SUBCHAPTER 1. TANK VESSEL ESCORT REGULATIONS
FOR THE SAN FRANCISCO BAY REGION
SECTIONS 851.1 through 851.10.1
Proposed Amendments - November 4, 2003

851.6 Clearing House Responsibilities."

Subsection(a)(1) through (a)(6) continue.

- (7) maintain copies of blank Checklists for distribution upon request to tank vessel owner/operators, masters and/or pilots. ~~Pilots shall have blank Checklists available when boarding the tank vessel;~~
- (8) receive notification of the completion of an Escort Plan, or the completion and adequacy of a Checklist, and report to the Administrator when a pilot makes a determination that a Checklist is not adequate;
- (9) maintain copies of the completed Checklists submitted by the tank vessel owner/operators or masters. Copies must be kept for a period of 3 years from the date of the transit covered by the Checklist. A copy of any Checklist shall be made available to the Administrator upon request;
- (10) ~~maintain the list of training programs approved by the Administrator and provide a copy of that list upon request to any interested party;~~

Subsection (a)(11) through (c) continue.

Note: Authority: Sections 8670.17.1, 8670.17.2(a) and 8670.23.1(d), Government Code.
Reference: Section 8670.17.1 and 8670.23.1(e)(1), Government Code.

******No Change is Recommended to the Following Section:**

851.8 Requirements for Escort Tugs; Braking Force Measurement, Crew and Training Standards, Equipment and Stationing Criteria.

Subsection (a) through (b) continue.

- (c) Training requirements for the crew of any escort tug used to comply with the requirements of this subchapter are as follows:
 - (1) to qualify for certification as the master or deck hand on an escort tug, an

applicant must do all of the following;

- (A) possess a current and valid U.S. Coast Guard Merchant Mariner's Document;
- (B) show proof of at least 960 hours on duty of prior service aboard a tug, at least 240 hours of which must have been in the San Francisco Bay region;
- (C) successfully complete an approved education program which covers the following topics;
 - 1. basic tugboat seamanship;
 - 2. line handling skills;
 - 3. communication systems;
 - 4. emergency response to the loss of steering or propulsion on an escorted tank vessel and on the escort tug itself.

Section (c)(2) through 851.10.1 continue.

SAN FRANCISCO BAY AREA TUG ESCORT PLAN



For Master

Indicate above the location of hard points and the number _____ of crew for Tug Escort.

Vessel Name/Homeport: _____

Radio Call Sign: _____ Agent: _____

Draft Forward: _____ Draft Aft: _____

Displacement in long tons (Tankers): _____ L/T

Deadweight Tonnage in long tons (Barges): _____ L/T

For Pilot:

Review vessel performance characteristics/limitations.

For Pilot (or Master acting as Pilot):

Communications Plan: Primary Channel: _____ Secondary Channel: _____

Route - From: _____ To: _____

Zone 1 / 2

Zone 4 / 6

Intended Speed: _____

Tug Assignment: _____

Escort #1: _____

Escort #2: _____

Escort #3: _____

Review Potential Response Actions given Configuration of Vessel, Tugs, Tides, Currents.

Report Completion of Plan to the Clearing House.

Clearing House verified Tug Escort Assignment using: Default Matrix; Alternative Model.

=====

**THIS PLAN IS COMPLETE AND ACCURATE AND COMPLIES WITH THE REQUIREMENTS OF THE
TANK VESSEL ESCORT PROGRAM UNDER GOVERNMENT CODE SECTIONS 851.1 - 851.10.1**

Master (print)

Pilot (print)

Master (signature)

Pilot (signature)

Date: _____

Date: _____

Clearing House Copy: Submit with in 14 days

Vessel Copy: Retain On-Board for 1 year.

send or fax to: Clearing House c/o San Francisco Marine Exchange
Fort Mason Center, Building B, Suite 325
San Francisco, CA 94123-1380 USA
(FAX) 415-441-3080

In accordance with Title 14, California Code of Regulations (14 CCR), section 851.5.1, this Checklist constitutes your tank vessel's tug escort plan and must be completed prior to commencing transit through any tug escort zone. Any person violating this requirement is subject to criminal, civil and/or administrative civil actions as specified in 14 CCR, section 851.10.

1700 K Street, Suite 250
Post Office Box 944209
Sacramento, California 94244-2090
(916) 327-9946

November 12, 2003

Shipping Agency ABC
123 Main Street
San Francisco, California 94109

Dear Shipping Agent ABC:

The San Francisco Bay Tank Vessel Escort Regulations have been in effect since 1993. With the help of shipping agents, tank vessel crews have been educated on the California State regulations requiring the use of escort tugs, preparing escort plans, and escort zone requirements. Over the past ten years, we have had continued safe transits of escorted oil-laden tank vessels, with no groundings, collisions, allisions, or other accidents due to the loss of propulsion or steering. The Harbor Safety Committee of San Francisco, Suisun, and San Pablo Bays periodically reviews the tanker escort regulations and makes recommendations for changes to my office. Through one of their workgroup meetings, an area of concern has emerged.

We have been told that on rare occasions a tank vessel crew may arrive at the San Francisco Bay Precautionary Area without knowledge of the Tank Vessel Escort Regulations. Escort tugs may have been arranged for, but the tanker master has not been informed about the escort process. We are asking that you review your in-house process for preparing for the arrival of oil-laden tank vessels to ensure that the tank vessel master is briefed on the California regulations for escorts on San Francisco Bay prior to arriving at the Precautionary Area.

If the Office of Spill Prevention and Response (OSPR) receives a report that an arriving tank vessel crew has no knowledge of our escort regulations, we will board the vessel and speak with the crew to determine where the process can be improved. We will then inform the tanker owner/operator of what can be done to ensure the tank vessel crew is prepared for our tug escort regulations upon future visits to San Francisco Bay.

Thank you for your continued help in ensuring the safety of San Francisco Bay and the preparedness of arriving tank vessel crews. If you have any questions on this matter, do not hesitate to contact Mr. Al Storm, Oil Spill Prevention Specialist, at (916) 324-6259.

Sincerely,

T. L. Mar
Chief, Marine Safety Branch
Office of Spill Prevention and Response

Shipping Agency ABC
November 12, 2003
Page 2

cc: See next page.
cc: Marine Exchange
San Francisco Bay Region
Fort Mason, Building B, Suite 325
San Francisco, California 94123-1380

Mr. Rick Holly
Marine Safety Branch, Fairfield
425 G Executive Court N
Fairfield, California 94585

Mr. Al Storm
Marine Safety Branch
Sacramento, California

DRAFT