



16634  
09 November 2006

## MEMORANDUM

From: [REDACTED]  
Office of Navigation Systems

Reply to: CG-3-PWN  
Attn of: [REDACTED]  
X2-[REDACTED]

To: CG Sector San Francisco

Subj: VTS SAN FRANCISCO OPERATIONS EVALUATION REPORT

Ref:

1. On 09 and 10 August, 2006 an Operations Evaluation (OPEVAL) was conducted at VTS San Francisco. Overall, the VTS was found to be a well run, professional operation with no major discrepancies.

2. The OPEVAL was conducted using the checklist in Enclosure (1) and was completed in conjunction with the System Operation Verification Test (SOVT). Although a few items were highlighted in both this OPEVAL and the SOVT, the results are reported separately to account for differences in the required routing of these reports. The VTS was well prepared for our visit and the staff was at our disposal for the duration of the evaluation period. The VTS Operations Director was extremely helpful in completing the evaluation.

3. During conduct of the OPEVAL, documents including the Watch Section Training Folder, Vessel Ride Reports, the Watch Schedule and Training Board minutes were examined. Special attention was paid to the layout and content of the Operations Manual and Internal Operating Procedures (IOP). The issues noted in Enclosure (2) were briefed to the VTS Operation's Director.

Encl: (1) OPEVAL Checklist  
(2) OPEVAL Notes

Copy: CGD Eleven (dpw)  
Commander, PACAREA (apw)

**VTS SAN FRANCISCO**  
**OPEVAL August 09-10, 2006**

**EQUIPMENT**

All installed equipment is addressed during training

**Radar**

- ☐ Radar deterioration – None
- ☐ Radar blind spots – There is a blind spot near Bonita Cove. However moving radar will reduce long range surveillance.
- ☐ Additional radar surveillance – Additional surveillance is needed in Suisun Bay, Point Reyes and in the Northern portion of the offshore sector.

**VHF/FM**

- ☐ Adequate comms coverage – Yes
- ☐ Bleedover/interference – Yes but manageable.
- ☐ Frequency availability – Availability of frequencies for current ops is satisfactory. However it would be nice to have channel 11 during heightened MARSEC level. Unit does have permission to use channel 11 but must share during disaster response ops.

**CCTV**

- ☐ CCTV performing its intended function
- ☐ Does inclement wx affect cameras, yes, but a camera site expansion project will address these issues.
- ☐ Wind/vibration problems – None

**MAINTENANCE**

- ☐ Maintenance adequate – Yes but camera recap project taking more time than expected.
- ☐ Engineering support problems – None with the exception of the camera recap project..
- ☐ System Administrator – The system administrator must be on-site. The ability for the Sys Administrator to see what the operators are experiencing is critical.

**PROCEDURES**

- ☐ IOP contains procedures for:
  - Tracking
  - System back-ups conducted by contractor

- VMRS reporting points – Implementation of AIS have eliminated the use of reporting points. However VTS retains authority via regs.
- Standing orders
- Administrative duties of the watch – Unit feel ops administrator position needed to handle non-routine requests.
- WX reports
- Watch relief
- Emergency procedures – Non-standard and emergency procedures for watch standers are outlined in the IOP.
- Method of making IOP changes
- Projected movements
- Regulation changes – Unit currently working on proposal for ferry routing protocol.
- Standard communications procedures
- Information sharing – Project underway to shift picture to sector.

## **PERSONNEL**

- ❑ Watch section staffing – Watch sections are sufficiently staffed for current operations. Announcement currently out to hire additional watchstander.
- ❑ WS fatigue – Potential does exist but staffing growth should reduce potential.
- ❑ VTS notification of Chain of Command
- ❑ VTS Training program
- ❑ Training records
- ❑ Refresher training
- ❑ Professional training
- ❑ Advanced training
- ❑ Drug and alcohol testing – Sector responsible for drug testing of watch standers.
- ❑ Watch schedule – Watchstanders currently stand 8 hour shifts. However the majority of watchstanders would like to stand 12 hour shifts.
- ❑ Overtime

## **MISCELLANEOUS**

- ❑ VTS relationship with stakeholders
- ❑ Outreach
- ❑ Regulated Navigation Areas
- ❑ Ship rides and facility visits
- ❑ New traffic patterns – Amendments to current procedures are being proposed to deal with increased ferry traffic, high speed ferries and increased container ship traffic.
- ❑ Regulated Navigational Areas

*Write in:*

*Pipeline training for TC's*

*Quarterly Ops Directors meeting*