

MINUTES

HARBOR SAFETY COMMITTEE OF THE SAN FRANCISCO BAY REGION

10:00 a.m., Thursday, January 9, 1997

Port of Oakland, Board Room, 530 Water Street, Oakland, CA

1. The public meeting was canceled for lack of a quorum by A. Thomas, Chair at 10:15. The following committee members or alternates were in attendance: Dave Adams, Port of Oakland; Ronald Kennedy, Port of Richmond; Margo Brown, National Boating Federation; Maurice Croce, Chevron Shipping Company; Stuart McRobbie, SeaRiver Maritime; Gunnar Lundeberg, Sailors Union of the Pacific; Scott Merritt, Foss Maritime; Arthur Thomas, San Francisco Bar Pilots; Joan Lundstrom, San Francisco Bay Conservation and Development Commission; and Roger Peters, Member at Large; U. S. Coast Guard representatives, Lt. Cmdr. Rob Lorrigan (MSO) and Cmdr. Dennis Sobock (VTS); and OSPR representative, Bud Leland. Also in attendance, more than thirty representatives of the interested public.

2. MOTION by G. Lundeberg, seconded by M. Brown, "to approve the minutes of the 11-14-96 meeting as written." Motion passed without objection. Minutes of the 12-12-96 meeting were corrected as follows: (1) Per J. Lundstrom, John Gosling, Matson Navigation, was present. (2) Per M. Croce, Intertanko is an organization of "independent tanker owners", not "tanker companies" as indicated in the 12-12 minutes. MOTION by J. Lundstrom, seconded by M. Croce, "to approve the minutes of 12-12-96 as corrected."

3. The Chair wished those in attendance a Happy New Year, noting that the year to come will be an interesting one for the HSC. While the focus of this committee is always on safe tanker movements, there will be a slight change in approach, as demonstrated by today's speaker from the State Lands Commission.

4. **COAST GUARD COTP'S REPORT**, Cmdr. Rob Lorrigan, Chief of Port Operations, MSO. (1) Written reports of pollution statistics for the period 12-1-96 to 12-31-96 and significant port safety events for the period 12-13-96 through 1-8-97 are made a part of these minutes. There was nothing significant in terms of spills during the period. 31 port safety cases were opened during the period. Three letters of deviation to enter the bay were issued—two for inoperable radar and one for an inoperable gyro. There were two propulsion casualties and one steering casualty. (2) The main focus of attention has been dealing with the flood situation. (a) The USCG has declared the Sacramento/San Joaquin delta closed to vessel traffic, unless authorized by the COTP. The San Joaquin Channel is under the control of the COTP on a case-by-case basis, with four COTP orders having been issued restricting individual vessels from transiting in the channel. (b) the Commander 11th Coast Guard District issued a Special Local Regulation closing the Sacramento Deep Water Channel. (c) The COTP has established an emergency safety zone, restricting recreational traffic in the Sacramento/San Joaquin delta area to daylight operation at wakeless speeds only. (d) The COTP will meet with representatives of the ports of Stockton and Sacramento, VTS, the Bar Pilots and the Army Corps of Engineers to look at waterways management issues and criteria for decision making regarding opening the channels to traffic. (3) Cmdr. Chip Sharpe reported that the port access route study has been completed and the results published in the 10-25-96 *Federal Register*. The broad conclusion is that the existing system is ideal, with the southern approach to SF rotated clockwise away from the shore, splitting the

difference between the shore and the western route, and an extension of the approach at Santa Barbara moved out 18 miles beyond Platform Harvest. Giving consideration to the concerns regarding the Monterey sanctuary area, the study found no navigational justification for offshore routing. Issues of freedom of navigation on the high seas create the possibility of setting precedent in other countries if the US attempts to exercise jurisdiction 50 miles offshore. There are current voluntary agreements for some areas, where tankers are staying 50 miles offshore. A cleaner copy of the *Federal Register* than the one available today is available on the Internet.

5. **CLEARINGHOUSE REPORT**, A. Steinbrugge. (1) Statistical reports for the month of December and year-to-date are made a part of these minutes. (2) There were two occasions where escorts did check in with the Clearing House since the new regulations went into effect on 1-1-97. Both involved tug and barges. On 1-2-97 the escort tug did not check in until it had been underway 30 minutes. The power tug and barge had checked in. On 1-6-97 a barge in ballast with tug didn't report in that it did not need an escort. In general, everything has been running smoothly. Through all of 1996, with eleven calls to OSPR, all were errors in reporting in. There were no unescorted transits.

6. **OSPR REPORT**, B. Leland. (1) A hearing has been scheduled for 1-29-97 at the Bay Model in Sausalito regarding the statutory requirement for a 25% increase in response capability for vessels and facilities. (2) Questions regarding the new tug escort regulations effective 1-1-97 have been distilled into a guidance document that is available from the MX. (3) Two escort operators and one tank vessel operator filed alternate compliance requests with OSPR before the end of 1996. These companies have been granted tentative approval subject to final review and evaluation of their plans. Due to the technical nature of the analysis required, OSPR is looking to get a naval architect on contract. (4) Stuart McRobbie, SeaRiver Maritime Corp., and Ronald Kennedy, Port of Richmond, have been sworn in at HSC members.

(5) Carl Moore, Executive Assistant to the Administrator, was introduced and reported further from OSPR. (a) In response to requests from Southern California for term limits on the HSCs, OSPR will be looking at developing policies to address this. It may involve rotating the Chair. 1997 is expected to be relatively quiet legislatively. (b) California has a strong interest in ballast water programs. A new federal act provides for voluntary forms of compliance. (c) There will be industry-sponsored legislation to address the issue of the planned increases in operators' financial responsibility. The increase may not be as high as initially written in statute. (d) On the federal front, in response to the CAPE MOHICAN spill, Representative George Miller has indicated a strong interest in removing the rocks in SF Bay which present a hazard to navigation and well as wanting to look at the problems with public vessels. These two issues will probably be separated into two bills, because the public vessel issue is a contentious one. The bill addressing the removal or lowering of the rocks and Alcatraz shoal will look to shared funding of the project. In connection with the public vessel liability issue, the USCG will be inspecting all MARAD vessels and then reporting back to Congress.

7. **STATE LANDS COMMISSION, Human Factors**. The Chair introduced Jay Phelps, Supervisor of the Northern California Field Office of State Lands, who responded to the Chair's request for information on human factors as they affect oil spills. J. Phelps introduced Gary

Gregory, Chief of Marine Facilities, who will provide today's presentation on human and organizational factors in accidents, and Dorothy Walker, State Lands Field Representative. G. Gregory began by noting that prevention is a major issue as defined by statute in SB 2040. SB 2040 assigned authority and responsibility for prevention to State Lands and OSPR. A recap of the slide presentation which followed is available from the MX. SB 2040 specifies that cost benefit analysis cannot be the sole concern in developing regulations. Regulations must be efficient and cost effective. State Lands looks to work with industry to develop regulations together. The first step in addressing human and organizational factors in the errors studied has been a program of training and certification. The regulations are intended to be performance oriented and should always allow alternate compliance. A comprehensive data base management system was developed to find errors and violations of regulations. The number of spills has remained fairly constant, but the consequences, in terms of size of spills, has been improving. In order to determine causes, human and mechanical errors have been analyzed to three levels of breakdown. 79% of spills in the period studied were due to human and organizational errors affecting transfer operations. 30% resulted from poor training, 33.96% from bad procedures, 15.09% from poor maintenance and 16.98% from poor supervision. As a result of down-sizing, middle management has been significantly reduced. Top management and dockside can't talk to one another. Where personnel was determined to be the cause of accidents, 35.21% were the result of mistakes, 43.66% due to inattention, and 43.66% caused by procedures not being followed. The goal of pinpointing high risk operations for monitoring has been accomplished. 80% of spills are the result of human and organizational factors. The State and users are working together to find win-win solutions. G. Gregory called for additional questions.

8. Can the HSC receive statistics on where spills come from? Yes, upon request. Can the State Lands' program run an analysis for a company on its procedures, practices and policies? Yes. Analysis can be done for a terminal or a specific terminal and ship pairing. Are California pipelines under the jurisdiction of the legislature? They are all under the jurisdiction of the California State Fire Marshal or State Lands. In 1996, State Lands representatives walked through every facility with pipelines with a representative of the Fire Marshall and the owner. Jurisdiction was determined at that time. The Chair thanked Jay Phelps for being a regular attendee at HSC meetings and expressed hope that this would continue.

9. **PORTS STEERING COMMITTEE**, Captain Tom Richards. (1) Adjustments and ruggedizing of the current sensors is continuing. (2) A cable will be run from Richmond to Red Rock in February. (3) With all the storm-caused water flow, the sensor at Carquinez Straits needs to be re-leveled. (3) The USCG will be conducting a study, taking vertical measurements on underway vessels on GPS to measure how the vessel sinks in the channel to the Port of Oakland. (4) Surveys of the topography of the bay will be done using new technology which provides complete coverage using multi-beam scanning.

10. **UNDERWATER ROCK REMOVAL COMMITTEE**, J. Lundstrom. (1) At the request of the Army COE, a sub-committee meeting will be held at the Pier 9 pilot station on 1-22-97 at 10:00. The focus will be on alternative funding sources for the rock removal and lowering. (2) In the meantime, Representative George Miller has addressed the issue before the House Resources Committee. It would appear that alternative #4 from the Rock Sub-Committee's report of April,

1996 is the basis for Rep. Miller's funding request. The project outlined involves removal of Harding, Blossom, Shag and Arch Rocks and reduction of the shoaling off Alcatraz to 55', at a cost of \$28 million. A program of matching funds has been discussed. Individual members of the HSC have received a request from Rep. Miller to comment. The HSC has not taken a stand on a particular alternative from the sub-committee study. It will be June before the COE refinements to the original COE study will be available, looking at the composition of the rocks and costs for removal/lowering. Given these facts, does the HSC want to assign the Rock Removal Sub-Committee to respond to Rep. Miller's request or have individual members respond independently?

It was agreed that the HSC and Rock Removal sub-Committee cannot commit to a position at this time. Individuals are qualified to speak from their individual expertise and should do so, copying the HSC via the Clearing House so that the Rock Removal Sub-Committee will have this input for their report.

11. UNFINISHED BUSINESS: (1) The Chair announced the appointment of a Navigational Practices Sub-Committee: D. Montoro, J. Shanower, S. Merritt and R. Smith. The Chair will be appointed at a later time. (2) The VTS Sub-Committee, chaired by M. Croce, will be reactivated, with D. Sobeck and others to be appointed later. (3) The Bridge Management/Small Boat Sub-Committee, will be reactivated, with members: M. Brown, J. Gosling, Jerry Olmes (USCG Bridge Division) and Lt. Cmdr. Mark Dix (MSO). (4) D. Adams will attempt to get the Board Room at 9:30 when meetings are held at the Port of Oakland, to allow business to be conducted before the scheduled meeting.

12. NEW BUSINESS: (1) M. Brown announced Opening Day on the Bay, 4-27-97. The decorated boat parade will begin at 11:00 or 12:00, with the channels and bay shut down ½ hour before the parade and for ½ hour after. The event permit is for 9:00 to 4:00. Participation in the parade is strongly encouraged. The theme is "nautical folklore". (2) The classification of yacht racing competitions for 1997 will be available from the MX by the end of January. This provides a good indication of small vessel traffic across shipping lanes. (3) Analysis of 1994-1995 incidents involving recreational and commercial vessels indicates no correlation with races. This information will be provided to the V. Chair.

13. NEXT MEETING: 2-13-97 at 10:00 in the Commissioners Room, Port of San Francisco.

14. The Chair thanked Gary Gregory for his presentation. This study and others will be of considerable value to HSCs up and down the state as they begin to look at human factors.

15. MOTION "to adjourn", by R. Peters; seconded by M. Croce. Meeting adjourned without objection at 11:45.

Submitted by:



Terry Hunter
Executive Secretary

SIGNIFICANT PORT SAFETY EVENTS

FOR PERIOD December 13, 1996 to January 8, 1997

1. Total Port Safety cases open for period: 31
Cases include:
 - SIV Arrival/Departures
 - Explosive Anchorage Activation
2. SOLAS Interventions/COTP Orders: 2/11
3. Number of vessels requesting/granted Letters of Deviation to enter Bay: 3/3
Cases include:
 - Inop Radar (2)
 - Inop Gyro (1)
4. Propulsion/Steering Casualties: 2/1
5. Collisions/Allisions: 0/2

Significant Cases:

PROPULSION CASUALTY - On December 13th the freight ship, M/V *Andhika Madonna* (Singapore), was enroute from Vancouver to Belgium (via the Panama Canal). Group Humbolt Bay reported to the MSO that the vessel experienced reduced propulsion due to a malfunctioning cylinder. The vessel anchored approximately two miles off of Cape Mendocino, and reported an ETR of 18 hours. The COTP issued an order requiring the vessel to have a tug on standby until repairs were completed. Repairs were completed later that evening and vessel was allowed to continue its transit.

ALLISION - On December 23th, the M/V *Sovcomflot Senator* (Liberian) was inbound to the Oakland Estuary at 2000 when they allided with Buoy #4 Inner Harbor Entrance Channel. The vessel dragged the buoy to a point between Buoy #5 and Buoy #6. VTS notified traffic as needed. Neither the vessel nor the buoy sustained damage. USCGC Buttonwood repositioned the buoy at its original station the next morning.

STEERING CASUALTY - On January 3rd, the tug *Robert Bouchard* (US) was enroute to San Francisco Bay when the secondary steering motor pump shut off. The tug operator shifted to the primary motor and continued his transit. The COTP order issued required that after steering remain manned for the entire transit to the pier. Repairs were eventually made at the berth. The tug suffered a similar casualty a day later and the cause was discovered to be a ground in the wiring. Satisfactory repairs were made and the COTP order was rescinded.

ALLISION - On January 5th, the tug *Seaspan King* (CN) towing the barge *Seaspan 270* allided with the pier at berth 3 in Redwood City. The barge sustained a nine inch vertical crack in the sheer strake on the port quarter. The class society approved the doubler repair for seaworthiness and the vessel departed port. The casualty investigation continues.

PROPULSION CASUALTY - On January 7th, the tug *Ralph Bouchard* (US) and barge were transiting from Presidio Shoal to Anchorage #7 when they reported to VTS that their tow wire fouled one of two propellers. The COTP order issued required the tug to remain at Anchorage #7 with a standby tug until satisfactory repairs could be made or until an adequate replacement tug could take control of the barge. The tugs *Delta Billy* and *Andrew Foss* were used to tow the disabled tug and barge to safe mooring.

GENERAL INCIDENT - Due to recent winter storms in the Northern and Central California regions, the Delta was inundated by flows from the Sacramento/San Joaquin river systems. To provide safety for vessel traffic from the hazards associated with floating debris caused by flood waters and to prevent damage to levees caused by vessel traffic, the Coast Guard declared the Sacramento/San Joaquin delta closed to vessel traffic, unless authorized by the COTP. Commander Eleventh Coast Guard District issued a Special Local Regulation closing the Sacramento Deep Water Channel. The San Joaquin channel is under the control of the COTP on a case by case COTP order system with four (4) COTP orders issued restricting individual vessels from transiting in the channel. The COTP also issued an emergency Safety Zone restricting recreational traffic in the Sacramento/San Joaquin delta to daylight operation and wakeless speeds only.

POLLUTION STATISTICS

FOR PERIOD 01DEC96 - 31DEC96

	MSO	MSD	TOTAL
1.) Total reported/investigated pollution incidents within MSO SF BAY AOR:	<u>24</u>	<u>2</u>	<u>26</u>
Civil Penalty Action	<u>6</u>	<u>1</u>	<u>7</u>
Spill, No Source	<u>6</u>	<u>0</u>	<u>6</u>
Spill, No Action Taken	<u>3</u>	<u>1</u>	<u>4</u>
No Spill, Potential Only	<u>4</u>	<u>0</u>	<u>4</u>
No Spill, Unconfirmed Report	<u>2</u>	<u>0</u>	<u>2</u>
EPA Zone Reports	<u>3</u>	<u>0</u>	<u>3</u>
2.) Discharges of Oil from:			
Deep Draft Vessels	<u>0</u>	<u>0</u>	<u>0</u>
Oil Transfer Facilities	<u>1</u>	<u>0</u>	<u>1</u>
Military Vessels/Facilities	<u>2</u>	<u>0</u>	<u>2</u>
3.) Federalized Cleanups	<u>2</u>	<u>0</u>	<u>2</u>
4.) Non-Federal Cleanups	<u>5</u>	<u>1</u>	<u>6</u>
5.) Hazardous Material Releases	<u>0</u>	<u>0</u>	<u>0</u>
6.) Cases requiring polreps	<u>2</u>	<u>0</u>	<u>2</u>
7.) Tickets Issued	<u>4</u>	<u>0</u>	<u>4</u>

Significant Cases:

F/V WYNONA - On 08DEC96, the F/V WYNONA sank at its moorings in Noyo River. The vessel discharged approximately 10 gallons of diesel into the river. The pollution fund was opened and Parker Dive was contracted after the owner failed to provide an adequate clean-up contractor. Parker Dive raised the vessel and removed approximately 175 gallons of diesel and other misc. oils from the vessel.

P/C SEA WITCH - On 29DEC96, the P/C SEA WITCH broke its moorings off Shoonmaker Marina and drifted onto the beach at Blackies Pasture in Marin County. Due to the vessel being a derelict and no owner identified, MSO opened the pollution fund to remove all petroleum products from the vessel. Parker Diving was contracted to remove approximately 100 gallons of oil/water mix, 5 gallons of misc. oils, and two marine batteries.

POLLUTION STATISTICS/MSD CONCORD

FOR PERIOD 01 DEC 96 - 31 DEC 96

	TOTAL
1.) Total reported/investigated pollution incidents within MSD CONCORD AOR:	<u>2</u>
Civil Penalty Action	<u>1</u>
Spill, No Source	<u>0</u>
No Spill, Potential Only	<u>0</u>
No Spill, Unconfirmed Report	<u>0</u>
EPA Zone Reports	<u>0</u>
2.) Discharges of Oil from:	
Deep Draft Vessels	<u>0</u>
Oil Transfer Facilities	<u>0</u>
Military Vessels/Facilities	<u>0</u>
Recreational Vessels	<u>2</u>
Other: NO SOURCE	<u>0</u>
3.) Federalized Cleanups	<u>0</u>
4.) Non-Federal Cleanups	<u>1</u>
5.) Hazardous Material Releases	<u>0</u>
6.) Cases requiring polreps	<u>0</u>
7.) Tickets Issued	<u>0</u>

Significant Cases:

San Francisco Bay Clearinghouse Report For December 1996

San Francisco Bay Region Totals

Tanker arrivals to San Francisco Bay	65
Tank ship movements & escorted barge movements	273
Tank ship movements	225
Escorted tank ship movements	105
Escorted barge movements	48
Unregulated tank ship movements	120

38.46%
17.58%
43.96%

Percentages above are percent of total tank ship movements & escorted barge movements for each item.

<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 (all tank ships & escorted barges)	150		256		0		135		541	
Unregulated tank ships	65	43.33%	116	45.31%	0	0.00%	47	34.81%	228	42.14%
Escorted movements	85	56.67%	140	54.69%	0	0.00%	88	65.19%	313	57.86%
Escorted tank ships	61	40.67%	98	38.28%	0	0.00%	54	40.00%	213	39.37%
Escorted barges	24	16.00%	42	16.41%	0	0.00%	34	25.19%	100	18.48%

Notes:

- The only barges recorded are escorted barges.
- Information is only noted for zones where escorts are required.
- All percentages are percent of total movements for the zone. Unregulated tank ships & escorted movements equal 100% of zone movements.
- Escorted tank ships & escorted barges equals escorted movements for the zone.
- Every movement is counted in each zone transited during the movement.
- Unregulated tank ships are vessels which did not check in with the Clearinghouse. These vessels are presumed to have less than 5,000 LT of regulated cargo or unregulated cargo on board.

San Francisco Bay Clearinghouse Report For 1996

San Francisco Bay Region Totals

Tanker arrivals to San Francisco Bay	830
Tank ship movements & escorted barge movements	3,576
Tank ship movements	2,987
Escorted tank ship movements	1,485
Escorted barge movements	589
Unregulated tank ship movements	1,502

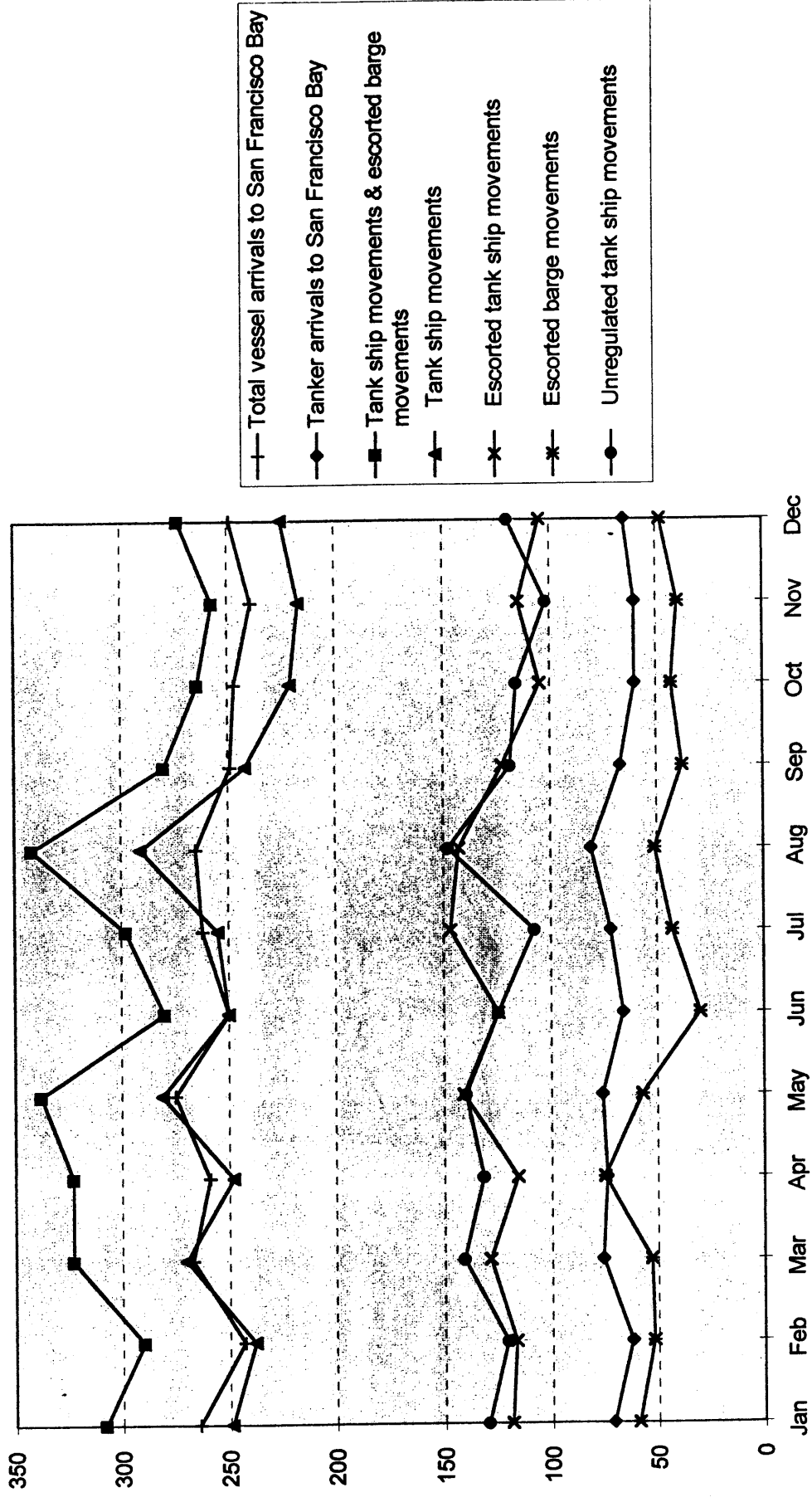
Percentages above are percent of total tank ship movements & escorted barge movements for each item.

Movements by Zone	Zone 1	%	Zone 2	%	Zone 4	%	Zone 6	%	Total	%
Total movements (all tank ships & escorted barges)	2,004		3,370		0		1,795		7,169	
Unregulated tank ships	823	41.07%	1,454	43.15%	0	0.00%	626	34.87%	2,903	40.49%
Escorted movements	1,181	58.93%	1,916	56.85%	0	0.00%	1,169	65.13%	4,266	59.51%
Escorted tank ships	858	42.81%	1,408	41.78%	0	0.00%	760	42.34%	3,026	42.21%
Escorted barges	323	16.12%	508	15.07%	0	0.00%	409	22.79%	1,240	17.30%

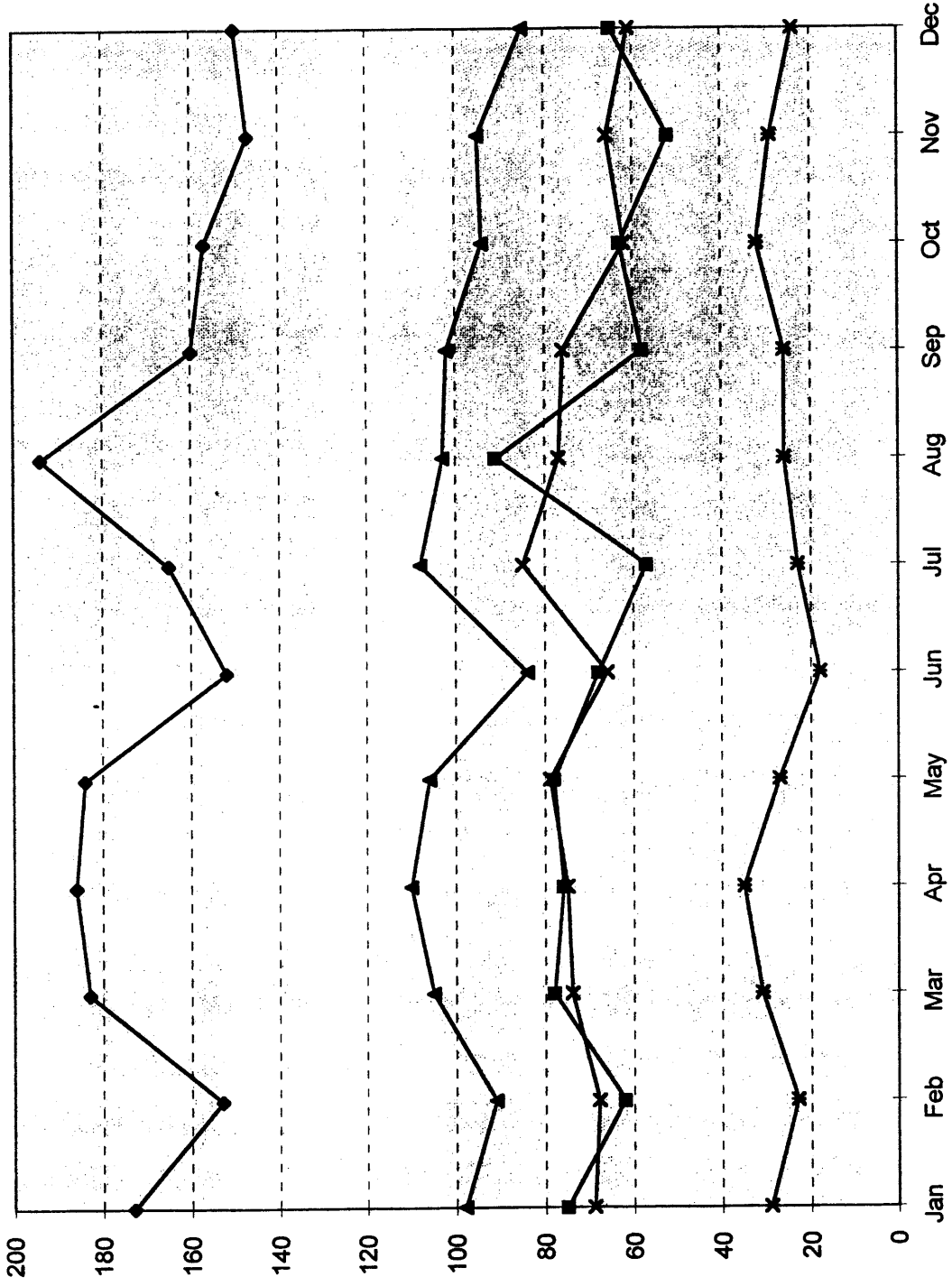
Notes:

1. The only barges recorded are escorted barges.
2. Information is only noted for zones where escorts are required.
3. All percentages are percent of total movements for the zone. Unregulated tank ships & escorted movements equal 100% of zone movements.
4. Escorted tank ships & escorted barges equals escorted movements for the zone.
5. Every movement is counted in each zone transited during the movement.
6. Unregulated tank ships are vessels which did not check in with the Clearinghouse. These vessels are presumed to have less than 5,000 LT of regulated cargo or unregulated cargo on board.

Total Escort Movements in San Francisco Bay for 1996

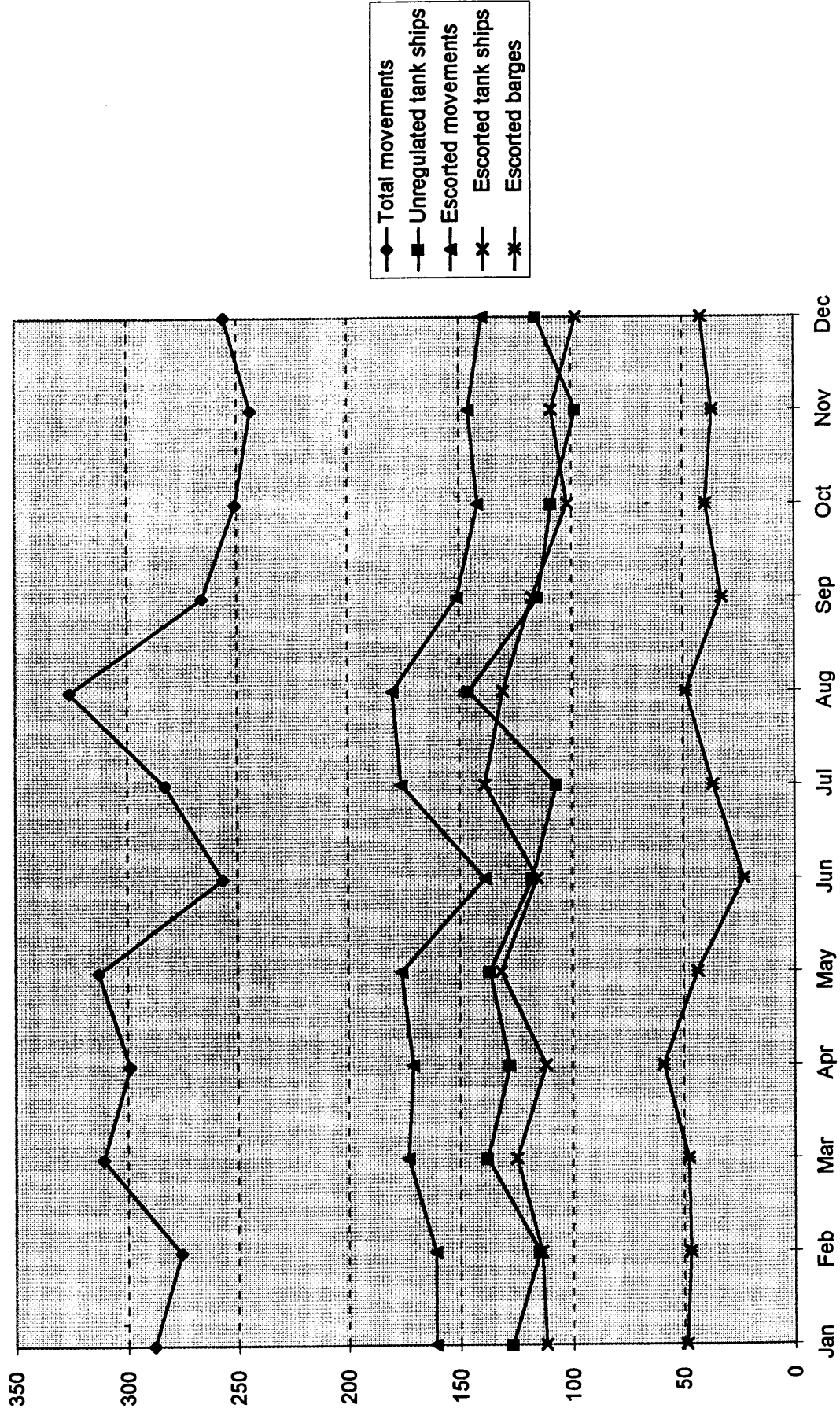


Zone 1 Totals for 1996



- ◆ Total movements
- Unregulated tank ships
- ▲ Escorted movements
- ✕ Escorted tank ships
- ✱ Escorted barges

Zone 2 Totals for 1996



Zone 6 Totals for 1996

