

## **MINUTES**

### **HARBOR SAFETY COMMITTEE OF THE SAN FRANCISCO BAY REGION**

10:00 a.m., Thursday, March 9, 2000

Harbor Master's Office, Port of Richmond, 1340 Marina Way South, Richmond, CA

The public meeting was called to order at 10:10 a.m. by **Lynn Korwatch**, (Matson Navigation), Chair. The secretariat confirmed the presence of a quorum. The following committee members or their alternates were in attendance: **Gary Hallin**, Port of Oakland; **Thomas Wilson** (alternate for **Ronald W. Kennedy**), Port of Richmond; **Margo Brown**, National Boasting Federation; **Margaret Reasoner** (alternate for **Scott Merritt**), Crowley Maritime Services; **Stuart McRobbie**, SeaRiver Maritime, Inc.; **Rich Smith**, Westar Marine Services; **Larry Teague**, San Francisco Bar Pilots; **Ray Shipway** (alternate for **Gunnar Lundberg**), Int'l Org. of Masters, Mates and Pilots; and **Joan Lundstrom**, Bay Conservation and Development Commission. U. S. Coast Guard representatives **Captain Harlan Henderson** (MSO) and **CDR Danny Ellis** (VTS); NOAA representative, **LCDR Mike Gallagher**; California State Lands Commission representative, **Jay Phelps** and OSPR representative, **Ted Mar**. Also in attendance were more than twenty representatives of the interested public.

**MOTION** by **M. Brown**, seconded by **T. Wilson**, to "accept the minutes of the previous meeting as written." The motion was passed unanimously.

**COAST GUARD COTP'S REPORT, H. Henderson.** (1) Written reports of port operations statistics for pollution response and investigations and significant port safety events for the period 2-1-00 through 2-29-00 are made a part of these minutes. (2) The COTP reported on a case from the past. A ship at anchor with no power began dragging anchor as a heavy storm passed. The COTP will be looking at the orders issued in this case to require a tug escort for such vessels when winds approach certain strength. (3) The MSO is looking at state port control data for the past three years regarding the risk associated with sub-standard vessels. The trend in the number of vessels detained is down, with 22 detentions in 1996, 21 in 1997 and only 4 in 1998. The number of reported oil spills is also on a downward trend with a 50% reduction from 1997 to 1999; 400 reported in 1997 and 200 reported in 1999. While the annual number of steering casualties has been decreasing, the number of propulsion casualties has increased from 21 in 1996 to 35 in 1999. The COTP asked the HSC to assign a work group to address propulsion casualties. Question: Do the propulsion casualties occur more often within a particular class of vessel? The COTP answered that, yes, there were more propulsion

casualties amongst container vessels; 15 reported for container vessels, 10 for bulk cargo vessels, 6 for tankers, 2 for chemical carriers and 2 for ferries and tugs. Question: Would this data show a different result for the group experiencing the greatest rate of propulsion casualties if it reflected the number of casualties as a percentage of the number of vessel calls within each classification? The COTP answered that perhaps the data has not been evaluated in that manner. The COTP reported that steps have already been taken to set up quarterly meetings with the classification societies and a brochure was designed to provide vessels with a checklist of things to look at when a vessel is entering the San Francisco Bay Area. Question: Do these numbers reflect incidents where the COTP letters of deviation have been requested? COTP: No. Question: Is there a correlation between propulsion casualties and specific vessels detained? COTP: No. Question: Is it possible that these higher numbers are a result of better reporting? The COTP replied that their office hopes so. Ports with vessels traffic systems are picking up more casualties because the VTS is aware of when vessels stop moving and inquire as to the reason. (4) The COTP reported that the change of command for the COTP would be held on 6-9-00. Invitations will be sent in the near future.

**CLEARINGHOUSE REPORT, A. Steinbrugge.** (1) A written report with statistics for the month of February 2000 and a report for the 2000 year-to-date are made a part of these minutes. (2) There were no escort violations since the last meeting and none at all for Y2000. (3) Overall, ship traffic for 2000 is up over the same period in 1999. (4) Question: Are ships being reminded of the tug escort requirements for SF Bay as well as the necessity to complete the escort plan form before arrival? **L. Teague** reported that he had boarded an American tanker within the past two weeks that had no knowledge of the escort regulations. The agent had ordered the proper tugs, but the master was unaware of the necessity to complete the form. As a result, their entry was delayed while it was completed. **T. Hunter** reported that reminder letters were sent to all agents, owners and operators. These rare cases must be addressed on a case-by-case basis. Question: Can the MX ask the agent if they have reminded the vessel of the requirements when they call in? **T. Hunter:** Yes. Question: Are the escort requirements in the *Coast Pilot*? **T. Mar** will check and work with the HSC to get them printed if they are not.

**OSPR REPORT, T. Mar.** (1) **Joan Lundstrom** has been appointed by the Administrator to represent BCDC, replacing Will Travis. **T. Mar** swore in **J. Lundstrom** who noted that while she is retired from BCDC, she has been appointed a commissioner representing Solano, Marin, Sonoma and Napa Counties. (2) At 1000 hours on 3-14-00 at the Bay Model in Sausalito, the Office of Spill Prevention and

Response will hold a demonstration on the unannounced drill program. The demonstration would measure adequate response time for oil spills in the Bay Area. (3) Gary Gregory will be staying on as Interim Director of OSPR until June 2000. (4) **Tracey Edwards** of the Department of Fish and Game Regulations Unit reported that G. Gregory was successful in getting the field staff back into OSPR. (5) **T. Edwards** further reported that San Francisco tug regulations entered the 45-day comment period on 1-28-00. There have been no comments to date and the period ends 3-13-00. The non-tank COFER regulations will go to the OAL on 3-15-00 and begin the 45-day comment period on 3-24-00. Emergency regulations for barges and marine construction vessels will contain provisions for a sliding scale beginning at one million dollars. It has been successfully argued that the \$300 million requirement is too high. The Regulations Unit is beginning work on the regulations for LA/LB Harbors to address the current problem of matching huge tugs to small barges. In other words, to make the required tug sizes more reasonable. (5) **T. Hunter**, for the Secretariat, asked why California HSC's did not have a representative at the national meeting in New York last month. **T. Mar** replied that last year OSPR, with a new administrator, heard late about the meeting and scrambled to find the funds to send LA/LB Harbors and SF representatives. This year, OSPR heard of the schedules meeting only two weeks prior to the date and had no money budgeted for such travel. This is usually an eight-week process. A representative from the LA/LB Harbors attended as a presenter, with his expenses paid for by the local port. Departments must submit budget requests prior to the beginning of the fiscal year. Last years funds were taken from those approved for other departments. OSPR must be notified of annual events well in advance. **H. Henderson** noted that he sent a lieutenant commander to see how it was run. He did this, as there is a possibility that next year's national HSC meeting may be held in the San Francisco Bay Area. Admiral North holds up the SF HSC as a model. **M. Brown** reported that a NavSac committee meeting scheduled for 3-29-00 through 4-1-00 would address harbor safety committees. She plans to attend and will report back. **J. Lundstrom** reported that several years ago, BCDC Coastal Committee representatives wrote a paper analyzing the members' opinions as to why the SF HSC works more successfully than equivalent committees. One of the conclusions was that it is a result of staff funding. **Lily Ferguson** introduced herself as the present Coastal Commission representative to all the other California harbor safety committees. She will bring a report from the representative of LA/LB Harbors who attended the national meeting of harbor safety committees to the next meeting.

**NOAA REPORT, M. Gallagher.** (1) Last October, **M. Gallagher** met with **Captains Teague** and **Dohm** to select areas for surveys. These surveys are presently being conducted. The data will be delivered in June or July 2000 for the following areas: south of the Richmond Bridge to Southampton Shoal, west of Treasure Island, the area between the city of San Francisco and Alcatraz Island, and Anchorage Nine. The areas being surveyed were targeted because they were recognized as trouble spots or because the existing surveys were old. Anyone with suggestions for future areas to be surveyed should contact **LCDR Mike Gallagher**.

**NAVIGATION WORK GROUP, L. Teague.** (1) **E. Dohm** reported that the Avon Turning Basin Project is alive and well. The COE does not have the money for the project. However, the Contra Costa County Water Board is interested in sponsoring it and will go to Washington, D.C. next month in order to lobby for funds. Historically, the area in this region where pilots turn vessels is outside of the federal channel. But this is the only area where vessels can turn, as it is not safe to turn tankers above the bridge. The proposed turning basin would also serve as an emergency anchorage in the event that the bridge cannot be raised.

**UNDERWATER ROCKS WORK GROUP, R. Smith.** The cost-sharing agreement between the Army Corps of Engineers and the California State Lands Commission was signed two weeks ago and the COE is beginning the feasibility study. When state funding is on line, the Underwater Rocks Work Group will schedule a public meeting with representatives from the ACOE and State Lands.

**HUMAN FACTORS WORK GROUP.** No report.

**PREVENTION THROUGH PEOPLE WORK GROUP, M. Brown.** (1) The USCG has completed the statistical analysis of 142 responses to the Safe Marine Operations questionnaire. Fishing vessels represent the greatest number of response (64) with 19 deck officers responding. Responses to questions will now be separated by category of respondent, e.g., fishing vessels, deck officers, pilots, etc. The major concern voiced by the fishing vessels is high-speed ferries and the need for more VTS broadcasting of information on marine events. A common response was that English should be required on all ships entering US ports (84 of 142 responses). However, the recent Supreme Court decision regarding the escort regulations of Washington State would imply that California couldn't make such a requirement. It was felt that the federal government should be advised of this concern and recommendation. **M. Brown** will tabulate the most

frequent responses and the top ten issues of concern. She will report on these at the April 2000 meeting.

**TUG ESCORT WORK GROUP, G. Hallin.** (1) The work group met on 1-26-00 at the COTP's office to look at the issue of out-of-state tugs towing barges while not using a state pilot. This is currently allowed after the master of the tug has made twelve transits. Continued discussion of the issue is planned. USCG SF presently goes beyond federal requirements as described above. In addition to requiring the necessary federal licenses, fifteen trips per route are also required to obtain an Unlimited First Class Pilot endorsement. The work group checked the number of tug/barge incidents and found three or four casualties per year. These include groundings, breakaways and collisions for all tug/barge moves, not just those involved in refueling. This does not appear to be a serious safety issue according to the work group. However, they will continue to study the information and they will report back at the April 2000 HSC meeting. Question: Will the ruling in Washington State affect the tug escort policy in California? **G. Hallin:** No. California requirements were confirmed. (2) **J. Lundstrom** noted that two years ago, the SF HSC went on record with a recommendation for escort requirements for chemical tankers. What is the status? **T. Mar:** Last year, OSPR found a sponsor for legislation that would have required the escort of bulk chemical tankers. The legislation defined the vessels to be included as bulkers. It did not address container vessels carrying hazardous cargo. That legislation did not go through. OSPR cannot sponsor legislation. **T. Mar** will report further on this issue at the next HSC meeting.

**PORTS WORK GROUP, S. McRobbie.** (1) The system continues to operate with reliability. Funding is the primary issue facing the group. They have met with the consultant for the MX and have identified some additional funds from the California Department of Boating and Waterways. These funds will be taken from existing funds as it is too late in the process to obtain newly allocated money. Enough funding has been realized through the administrative process to make it to the end of the fiscal year. Future funding will be sought legislatively, perhaps with the assistance of Senator John Burton or Assemblywoman Carole Migden. Local legislators are unaware of the level of support that PORTS has. This must be conveyed to them. (2) The Joint Planning Partnership, with members appointed by the Administrator to represent federal, state and local interests, continues to work on the AIS equipment and pilot laptop projects. The group views AIS, pilot laptops and PORTS as all part of an overall system. State funds have been allocated for AIS equipment and for the laptops. The delay is in identifying the exact equipment to purchase. Manufacturers are waiting for IMO standards and

definitions to be announced, perhaps within the next month. The process of identifying which vessels will receive the AIS equipment is on going. **L. Teague** reported that the San Francisco Bar Pilots would be equipping their two new pilot boats with compatible AIS equipment.

**OLD BUSINESS.** (1) **J. Phelps** announced that State Lands would be holding the Prevention First Symposium in Long Beach, California on 8-28-00 and 8-29-00. New topics to be addressed include ballast water issues and rigs-to-reefs projects. The call is out for speakers, with all 24 slots open at this time. (2) Seismic upgrade analysis research is in the process of developing regulations for the upgrade of marine terminals. There will be a meeting in **J. Phelps'** office on 4-3-00 and 4-4-00 with engineering professionals to examine the work required. (3) Question to **H. Henderson**: Can someone speak to the HSC regarding IMISS, the near-miss casualty project? **H. Henderson**: Yes. **J. Phelps** : State Lands also have a person devoted to this project.

The next HSC meeting is scheduled for 4-13-00 at 10:00 a.m. at the Port of Oakland.

**MOTION** to adjourn by **M. Brown**, seconded by **L. Teague**. The meeting was adjourned without objection at 11:15 a.m.

Respectfully submitted:

Terry Hunter  
Executive Secretary