

# Harbor Safety Committee

of the San Francisco Bay Region

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

## MINUTES

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

10:00 a.m., Thursday, April 9, 1998

Port of Oakland Boardroom, 530 Water Street, Oakland, CA

The public meeting was called to order at 10:01 a.m. by **A. Thomas**, Chair. The secretariat confirmed the presence of a quorum of currently sworn in members: **Ron Kennedy**, Port of Richmond; **Charles Mitchell**, Port of San Francisco; **Joseph Gaidstick**, Benicia Industries; **Mike Nerney**, Inchcape/Williams Dimond; **Margot Brown**, National Boating Federation; **Stuart McRobbie**, SeaRiver Maritime, Inc.; **Mary McMillan**, Westar Marine Services; **Scott Merritt**, Foss Maritime; **Gunnar Lundeborg**, Sailors' Union of the Pacific; and **Roger Peters**, Member at Large; U. S. Coast Guard representative, **Capt. Harlan Henderson**, COTP MSO, and **Lt. Cdr. Pete Marsh**, VTS; OSPR representatives, **Pete Bontadelli** (Administrator), **Bud Leland** and **Barbara Foster**; State Lands representatives **Gary Gregory** and **Martin Eskijian**; and NOAA representative **Bruce Hillard**. Also in attendance, more than thirty-five representatives of the interested public.

1. Minutes of the March meeting were corrected as follows: **M. Brown**, p. 2, #3, Admiral Card will be Vice Commandant; p. 2, #5, the term for HSC members is two years; and p. 5, #10, George Miller is a Congressman not a Senator. **Scott Merritt** should be added to those present. The Chair noted that under *New Business*, the discussion of SB 1644, the number cited for fees in Washington and that for proposed fees to be collected by PMSA in California are wrong. It was agreed to delete the entire discussion of SB 1644. MOTION by **M. Brown**, seconded by **M. Nerney** to "accept the minutes of the 3-19-98 meeting as corrected and amended." Motion passed without objection.
2. **Thomas** welcomed those in attendance and introduced **Pete Bontadelli** who addressed the meeting regarding the successes and future of HSC's in California. The HSC's have done an absolutely outstanding job of providing a forum for diverse interests to come together. San Francisco, in particular, has taken a strong lead, especially in the work of the Tug Escort Committee and the development of tug escort regulations. **P. Bontadelli** thanked **R. Peters**, Chair of the TES, for his work and dedication. **R. Peters** responded by thanking OSPR and the members of the committee for their contributions and hard work. The SF process has been one of the more complex in terms of the many different interests represented and it has served OSPR and the USCG well in allowing issues to be brought forth for consideration prior to going before the general public. There are several important issues to come before the SF HSC over the next couple of years, as national and international awareness of waterways management and safety continues to grow, including: (1) the interface between ferry traffic and high speed ferries, especially in areas where there is a significant

mix with recreational boating and fishing; (2) PORTS and interface programs and the development of partnerships to bring on-line enhanced technology as it becomes available; (3) the lowering of the rocks in SF Bay; (4) scheduling and paying for on-going updating of soundings; (5) working with the MX to address acquisition issues; (6) vessel routing issues related to the Monterey Bay Sanctuary; (7) educational outreach to recreational boaters and assessing the effectiveness of programs; (8) the development of better information exchange for all mariners, interfacing into a network available to all mariners, tailored to individual ports; (9) definitions of “near miss”, near miss reporting and the development of a way to assess and use that information; and (10) dredging issues.

3. **Bontadelli** noted that the HSC process has brought together environmental and commercial interests, working together for the good of all. He commended **A. Thomas** for his role as Chair of the SF HSC. **H. Henderson**, representing the USCG and Vice Commandant Admiral Card, presented **A. Thomas** with a Department of Transportation public service commendation, which he read. **A. Thomas** accepted with thanks, adding that the citation was really for the entire committee. Noting that, as a new agency, OSPR as yet has no process for awards, **P. Bontadelli** read a letter addressing the accomplishments of the SF HSC attributable to the leadership of **A. Thomas**, particularly in fostering open discussion and orderly process. **P. Marsh**, representing Cmdr. Dan Ellis and USCG VTS, presented **A. Thomas** a plaque acknowledging his contributions to developing greater cooperation among various interests. On behalf of the MX and members of the SF HSC, **T. Hunter** added that a perpetual gavel with commemorative plaque will be presented to the committee for use at meetings, to bear the name of each successive chair. **A. Thomas** expressed his thanks and appreciation for the opportunity to be a part of the work that has made SF one of the preeminent areas in the nation for focusing on maritime safety issues. He thanked **P. Bontadelli**, the USCG and, above all, those committee members who have served, done all the work and to whom the credit belongs.
4. **Bontadelli** expressed appreciation to the members who have served, noting that the Marine Board is recommending that the concept of HSC’s be taken to all ports. New and returning HSC members in attendance were sworn in and took the oath of office at this time: **David Bliven** (alternate for M. Brown), National Boating Federation; **Marc Bayer** (alternate for Brian Dorsch), BP Oil Shipping Company; **Margot Brown**, National Boating Federation; **Eric Dohm** (alternate for Larry Teague), San Francisco Bar Pilots; **Brian Dorsch**, Chevron Shipping Company; **Joseph Gadsick**, Benicia Industries, Inc.; **Ronald Kennedy**, Port of Richmond; **Paul Londynsky** (alternate for Lynn Korwatch), Matson Navigation Company; **Gunnar Lundeberg**, Sailors’ Union of the Pacific; **Mary McMillan** (alternate for Gail Skarich), Westar Marine Services; **Scott Merritt**, Foss Maritime, Inc.; **Charles Mitchell**, Port of San Francisco; **Margaret Reasoner**

(alternate for Scott Merritt), Crowley Maritime Services; **Paul Seitz** (alternate for J. Grant Stewart), NYK Line (North America), Inc.; **Raymond Shipway** (alternate for Gunnar Lundeberg), International Organization of Masters, Mates and Pilots; **Gail Skarich**, Sanders Towboat Service; **J. Grant Stewart**, American Ship Management; **Larry Teague**, San Francisco Bar Pilots; **Denise Turner** (alternate for Charles Mitchell), Port of San Francisco; and **Tom Wilson** (alternate for Ronald Kennedy), Port of Richmond.

5. **Thomas** passed the Chair to Acting Chair **M. Brown**, who asked that committee members sitting at the table, alternates and those seated in the audience introduce themselves.
6. **COAST GUARD COTP'S REPORT, Capt. Harlan Henderson.** (1) A written report of port operations statistics for pollution response and investigations and significant port safety events for the period 3-1-98 to 3-31-98 is made a part of these minutes. **H. Henderson** highlighted significant events. (2) Recent groundings indicate the need to call together a group to address emergency dredging and soundings issues. The US Army Corps of Engineers' charter includes future projects, but does not include emergency situations, although the COE has responded to some requests. The goal is to develop an emergency program. (3) A waterways management listening session has been scheduled at the Port of Oakland on April 14-15. This is one of a series of seven such sessions in ports around the country.
7. **CLEARINGHOUSE REPORT, A. Steinbrugge.** (1) A written report with statistics for the month of March and year-to-date is made a part of these minutes. (2) There was one occasion to report a violation to OSPR in the month of March; in a situation where no escort was required.
8. **OSPR REPORT, Pete Bontadelli.** (1) OSPR is working in cooperation with the USCG and will participate in the group called together to address emergency dredging. (2) The work of the Waterways Management Group will result in changes on a national level with issues being brought back to the Bay Area by the Coast Guard. Ferry traffic issues will be especially important with the proposed Bay Bridge construction project. Question: Are vehicle ferries in the plan or just passenger ferries? **P. Bontadelli** responded that he is not aware of any plans for vehicle ferries as of now. There is a move to install AIS position location equipment on ferries. (3) OSPR is involved with two pieces of legislation. AB 2754 (Lempert) will make technical changes to OSPR funding and avoid a \$.25/barrel fee increase. This would lock the level of the fund at \$50 million and change the date for filing tanker/facility contingency plans from April 1<sup>st</sup> to September 1<sup>st</sup>. SB 1644 (Thompson) was written partially in response to the recent spill in Eureka and some minor incidents involving spills from non-tank vessels. The thrust of the bill is to provide coverage for vessels not covered by current regulation. SB 1644 includes limit of liability for the partners in

order to facilitate and encourage the partnership. OSPR supports both of these pieces of legislation. (4) A 2 ½ year joint mapping program (State Lands and OSPR) will take environmental base mapping to the Continental Shelf. The information will eventually be accessible on the internet in GIS format. In the event of an incident, responders will know what environmental factors and resources they are dealing with.

9. **PREVENTION THROUGH PEOPLE SUB-COMMITTEE, M. Brown.** (1) The sub-committee met at State Lands on April 6<sup>th</sup> and a great deal of work has been done, including the development of a mission statement. She thanked **Jay Phelps** of State Lands for his efforts to compile a bibliography and encouraged anyone with information of interest on the subject to contribute it. The body of information will be available to anyone interested. **Scott Humphrey** of VTS was the facilitator for brainstorming. Future meetings will be devoted to developing the issues raised including fatigue and communication issues, both lack of a common language on the vessels and lack of communication between the vessel and the head office. **M. Brown** reported that she had a conference yesterday in Washington, DC, with **Admiral Card** and will pass on his suggestions at a sub-committee meeting scheduled for April 23<sup>rd</sup> at State Lands' office in Hercules from 0900 to 11:30 or 12:00.
10. **PORTS AD HOC COMMITTEE, T. Hunter.** The system is basically up and running and the finishing touches will be put on the hub by the end of this month. Work continues on a caller identifying system. Information generated by the system is available by phone and computer. The last sensor in need of upgrade or modification is the Benicia sensor, which covers with mud every two days. System administrators are looking for a solution.
11. **UNFINISHED BUSINESS: G. Stuart** reported that the Underwater Rocks Sub-Committee met on April 1<sup>st</sup> with **Jeff Chatfield**, COE Project Manager. The reconnaissance study to determine if the project is of interest to the federal government is underway and will take six to twelve months. When it's completed the information will be forwarded to Washington, DC. The sub-committee asked that the study (a) provide a better definition of the composition of the rocks; (b) review the various engineering methods for lowering the rocks; (c) review disposal options; and (d) review environmental impacts, especially those to fish habitats. The sub-committee discussed funding options for the actual lowering project, particularly a federal/local partnership. A draft report will be submitted to the HSC for review in late summer. Question: What is OSPR's position on the project? **P. Bontadelli** stated that OSPR is officially in support of removing the navigational hazards, but as part of Fish and Game, must be conscious of environmental issues, including impacts on recreational and commercial fishing and on food sources for fish. Question: Can rock lowering be timed to avoid steelhead and salmon runs? **P. Bontadelli** responded that these are

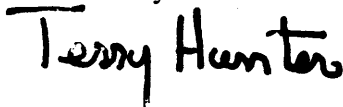
mitigating factors. Question: Would OSPR be a local sponsor? **P. Bontadelli** responded that the issue is one of funding and he can't speak for Fish and Game. If the funding were put in the budget, OSPR would be the local administrator. With a funding source identified, OSPR would be the local sponsor.

12. **NEW BUSINESS:** (1) The Chair introduced **Gary Gregory**, Assistant Executive Officer, Chief, Marine Facilities Division, State Lands, who noted that SB 2040 made State Lands responsible for marine oil terminals. He, in turn, introduced **Martin Eskijian**, Senior Engineer, Petroleum Structures, State Lands, who offered a presentation on work done looking at vessels moving off docks in inclement weather and other mooring analysis issues. The focus of the resultant *Mooring Assessment Guidelines* is the forces put on moored vessels by passing vessels, high winds and high currents. (2) **T. Hunter** reported that **Charlie Mitchell**, Chief Wharfinger, Port of San Francisco, is retiring at the end of the month. He thanked Mr. Mitchell, on behalf of the committee, for his five years of work. **Denise Turner** will come on as his replacement. (3) **T. Hunter** recognized the important link that **Bud Leland** has been between OSPR and the HSC over the past six years and publicly thanked him on behalf of the committee. (4) **T. Hunter** announced that the annual MX party will be held in celebration of PORTS on May 7<sup>th</sup> in cooperation with NOAA and OSPR.

The next meeting is scheduled for 5-14-98 at 10:00 at the Port of San Francisco.

Meeting adjourned without objection at 12:10.

Submitted by:



**T. Hunter**  
Executive Secretary