

MINUTES

HARBOR SAFETY COMMITTEE OF THE SAN FRANCISCO BAY REGION

10:00 a.m., Thursday, May 8, 1997

Port of San Francisco, 3100 World Trade Center, San Francisco, CA

1. The public meeting was called to order at 10:00 a.m. by A. Thomas, Chair. The following committee members or alternates were in attendance: Eugene Serex (alternate for Ronald Kennedy), Port of Richmond; Gary Hallin, Port of Oakland; Margo Brown, National Boating Federation; Stuart McRobbie, SeaRiver Maritime; Scott Merritt, Foss Maritime; John Gosling, Matson Navigation Company; Michael Nerney, Inchcape Shipping Services; Arthur Thomas, San Francisco Bar Pilots; Mary McMillan, Westar Marine Services; Joan Lundstrom, San Francisco Bay Conservation and Development Commission; and Roger Peters, Member at Large; U. S. Coast Guard representatives, Capt. D. P. Montoro and Lt. Cmdr. Rob Lorrigan (MSO); OSPR representative, Bob Sands; and State Lands Commission representative, Jay Phelps. Also in attendance, more than thirty representatives of the interested public.

2. The Secretariat confirmed the presence of a quorum.

3. MOTION by J. Lundstrom, seconded by M. Brown "to approve the minutes of the previous two meetings in February and March." Motion passed without objection.

4. The Chair, A. Thomas, welcomed those in attendance. He reported on a request he responded to from the House Committee on Resources, Sub-Committee on Fisheries, Conservation, Wildlife and Oceans to testify at a sub-committee meeting held on 4-24-97 regarding NOAA and NOAA projects. A copy of the testimony will be provided to members of the HSC and will be available from the MX for anyone who is interested. The Chair noted that the HSC was established in state law, which is exacting as to the membership of the committee, so that no segment of the maritime community is left out. There is unfounded talk in the halls of Sacramento that this committee is becoming too political to be effective and, therefore, what this committee recommends should be discounted. The Chair stated his unequivocal position that this committee is apolitical. The charge of the HSC is safety and every effort is made to maintain political neutrality. The recommendations developed by this committee continue to enhance safety on the bay.

5. **COAST GUARD COTP'S REPORT**, Capt. D. P. Montoro. D. Montoro noted that this would be his last official report as he is retiring at the end of the month. He enjoyed working with the committee and participating to the benefit of its efforts to promote safety. He thanked the HSC for its work and added that, with continued Coast Guard involvement, these efforts will continue to move forward. He introduced his replacement as COTP, Captain Harlan Henderson, CO of the Pacific Strike Team. (1) Lt. Cmdr. Rob Lorrigan provided written reports of pollution statistics for the periods 3-1-97 to 3-31-97 and 4-1-97 to 4-30-97 and significant port safety events for the period 3-13-97 to 5-7-97 which are made a part of these minutes. There has been a downward trend in pollution incidents and port safety cases. There were six SOLAS interventions during the period and eight significant port safety events. Noteworthy events included the intentional freeing of a vessel from its mooring at Pier 80, SF; labor unrest that delayed the docking of the M/V CALIFORNIA SATURN at the Yusen Terminal in Oakland and the grounding of the M/V NEW HORIZON due to the failure of

the main engine speed control governor. *See the attached report for details.* The Chair noted that, while the NEW HORIZON is not a tank vessel, there have been numerous reports of that vessel losing propulsion. D. Montoro is looking into this with the State Pilot Commission. MOTION by J. Lundstrom, seconded by R. Peters that “the HSC send a letter expressing appreciation for the cooperation and contributions made by D. Montoro to the HSC committee during his tenure as COTP.” Motion passed unanimously.

6. OSPR REPORT, Capt. Bob Sands, Chief, Planning and Drills, Marine Branch, OSPR. (1) B. Leland and P. Bontadelli are at an ASTM 20 meeting in New Orleans. (2) The third draft of the report to the States BC Task Force on vessel safety and marine pilots is out for comment. The task force is meeting today and the final report is expected out at the end of July.

7. CLEARINGHOUSE REPORT, A. Steinbrugge. (1) Statistics for the month of March and April and year-to-date are made a part of these minutes. (2) There were five occasions during March and April where escorts did check in with the Clearing House. In each of these cases no tug escort was required. Year-to-date, there were 12 instances where the vessel did not check in to report that no escort was required, one instance where the tug checked in late and one instance where the tug checked in but the vessel didn't. (3) Why is SF seeing fewer arrivals? A. Steinbrugge responded that there has been a significant drop in car carriers; container traffic has increased a little; there are fewer bulk carriers and the tanker traffic is staying relatively constant.

8. PORTS STEERING COMMITTEE, Capt. Tom Richards. (1) Regarding the testimony at the hearings referred to by A. Thomas earlier and the budget work at NOAA, the voice from this HSC it proving to be very important. The complacency in Congress regarding these issues is being turned around. Regarding NOAA projects and products, the NOS marine safety initiative has gained a high degree of visibility at high levels in Washington, DC. There have been many voices, with the SF HSC's being the most constant. T. Richards expressed thanks to the committee for its continued support of NOAA/NOS. (2) A new generation of acoustic dopplar profilers to measure currents at the Golden Gate has been re-installed. They are smaller, with higher reliability and are lighter, making them easier to service. (3) Work continues towards enhancing the system and the transition to local responsibility in October of 1997. Data is monitored and sampled every six minutes. The system is designed to alert of problems. The MX checks the system array every 12 hours and the system is physically inspected every two months. (4) A meeting of the Ad Hoc Committee on PORTS was held yesterday in Richmond. (5) The GPS vertical vessel motion experiment is underway with the cooperation of the GPS industry, the container industry, and the Port of Oakland. The sensors were first tried on the Coast Guard vessel Buttonwood and then were installed on a Maersk vessel in San Diego that then sailed to Oakland. A status report will be made at a meeting in early June at the Port of Oakland. Representatives of interested groups will be invited. T. Richards will report at the next HSC meeting. Data gathered will indicate how much a vessel squats as it moves into and around the SF Bay Area. This information may be vessel specific. SeaRiver Maritime is interested in installing GPS equipment on an in-bay vessel. The Army COE is running an experiment with ARCO in LA/LB on cruise ships. (6) J. Lundstrom asked that the record reflect that the members of the Ad Hoc Committee on PORTS were appointed by P. Bontadelli. The role of the committee is independent oversight of the two-year demonstration project, to advise NOS and OSPR regarding a preliminary budget, how to best distribute information to users, and the development of an operations plan for

when the state takes over. The committee will be asked for recommendations at the end of the two-year project addressing whether PORTS is a benefit to the SF Bay community and where the money will come from to support and maintain the system. S. McRobbie added that the committee is looking into getting an outside consultant to measure the reliability of the system. The next ad hoc committee meeting is scheduled for 6-18-97 to look at an operating plan and the issue of contracting for an independent evaluator to report on reliability and to quantify use.

9. UNDERWATER ROCK REMOVAL COMMITTEE, J. Lundstrom. (1) J. Lundstrom reported on a phone call yesterday from the Office of Congressman George Miller. The Congressional Resources Committee has approved authorizing the Army COE to do a one year feasibility study, using \$100,000 of federal money. The next step is Appropriations. The COE would do reconnaissance on the composition of the rocks, looking at alternate engineering methods for lowering the rocks, i.e., blasting, mechanical methods like hydraulic dredging and chemical methods. The COE will also look at what to do with the debris, leave it as a fish habitat, move it around or completely remove it from the bay. They will also do a cost analysis. The numbers in the initial study were rough and based on broad assumptions. Environmental issues will be considered during the reconnaissance study. (2) The sub-committee met last Friday at the request of Congressman Miller's office and brainstormed as to who would benefit from lowering the rocks. It was agreed that everyone would, cargo carriers, ferries, deep draft vessels, the tourist industry, government vessels, commercial fishermen and recreational boaters. A sizable spill would close the bay to all traffic for 5-7 days and would have impact for some time thereafter. Matching funds of at least 25% will have to be located for the engineers' drawings and project construction. Since the entire community would be impacted, the issue of funding should go to the state legislature. The sub-committee will put together a paper outlining the process it went through to reach the conclusion that lowering the rocks is a benefit to the public as a whole. When this is done, the sub-committee will make a recommendation to the HSC regarding state legislation for funding. What is the difference between a feasibility and a reconnaissance study? The reconnaissance study comes first to look at the four elements discussed earlier: rock composition, methods for lowering the rocks, what to do with the debris and environmental issues; at a cost of \$100,000; paid for by federal funding. This will be followed by the feasibility study, which will cost 2-3 million dollars, will be funded by federal and matching local money and will get into engineering drawings. The reconnaissance study will take one year and the feasibility study one to two years.

10. STATE LANDS, Jay Phelps. (1) State Lands has been attending meetings of the Ad Hoc Committee on PORTS. (2) Wickland will be making a presentation regarding their proposed off-shore facility on 6-6-97. (3) A forensic study is underway to investigate the break-away vessel reported on in the COTP Report. The Chair requested that the results of the investigation be forwarded to the HSC. (4) Gary Gregory of State Lands has been in preliminary meetings with terminal operators of 14 terminals in the northern sector of California where operations are conducted in high velocity currents. The initial question was: Can industry solve the problems themselves and arrive at a guidelines for how to function in high velocity currents? At the 5-1-97 meeting, it was agreed to form a technical advisory committee with two representatives from each company. The first meeting of the committee focused on developing a mission statement and an agenda. At the next meeting participants will look at who else should be represented on the advisory committee, including Coast Guard, pilots, tug companies and shipping agencies. J. Phelps noted that Oil Company International Maritime Forum

(OCIMF) recommendations will start to take effect at terminals. All major producers of product in the world are members of OCIMF, which is the most proactive organization in the world in the area of maritime safety. Preliminary recommendations address the terminal side of dealing with the interface between vessels and terminals, for example, how to vet a ship before the vessel comes to the terminal. Shell, BP and SeaRiver have good vetting programs, but not all companies do.

11. **PLAN SUB-COMMITTEE**, J. Lundstrom. (1) The annual plan update is underway. Almost all sub-committee reports have been submitted. The update will also include updated bollard pull results, VTS and MX annual traffic reports, VTS near miss reports, MSO casualties for the previous year, and a report on PORTS with a listing of the location of all sensors. There will be a vote on the plan update at the June HSC meeting. Is it part of the process for OSPR to follow-up on recommendations in the HSC plan and subsequent updates. J. Lundstrom responded that, on certain past recommendations, OSPR was asked to take action, including changes in the Harbors and Navigation Code. B. Leland will submit comment on this for the current plan update. The Chair encourages anyone with suggestions for additions, deletions or corrections to the plan to contact J. Lundstrom

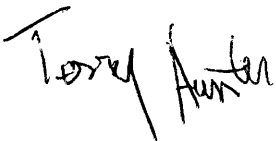
12. **UNFINISHED BUSINESS:** (1) In January, the HSC discussed the role of the human element in navigational and maritime safety. IMO has pretty well accepted that the human factor impacts the entire spectrum of operations. This includes looking at standardizing signs and terminology and better equipment. Dr. Francis of NTSB would be an excellent source, but is currently tied up with the Value Jet flight 800 investigation. Vincent Cantwell of the Human Element Group is an expert with regards to fatigue. It is likely that V. Cantwell will be addressing the State Pilot Commission and that would provide an opportunity for him to address the HSC while he is in town. It was agreed that the HSC is interested in hearing V. Cantwell. The Chair will work with the schedule for the next meeting to fit Cantwell's schedule. This issue coordinates with Admiral James Card's Prevention Through People program and two analogous projects underway at State Lands. J. Phelps stated that State Lands would like to be included in a meeting with Cantwell.

13. **NEW BUSINESS:** None.

14. The next meeting is scheduled for 6-12-97 in the Port of Richmond Wharf Master's Office. If this needs to be changed to fit V. Cantwell's availability, it will be noticed.

15. **MOTION** to adjourn by M. Brown, seconded by S. McRobbie. Meeting adjourned without objection at 11:15.

Submitted by:



Terry Hunter
Executive Secretary

MARINE SAFETY OFFICE SAN FRANCISCO BAY

SIGNIFICANT PORT SAFETY EVENTS

FOR PERIOD March 13, 1997 to May 7, 1997

1. Total Port Safety cases open for period:	80
Cases include:	
- Crane Repairs	
- Bridge Casualties	
2. SOLAS Interventions:	6
3. Number of vessels requesting/granted Letters of Deviation to enter Bay:	12/11
Cases include: Inop Radar (4)	
4. Propulsion/Steering Casualties:	11/5
5. Allisions:	2/1
6. Groundings:	1

Significant Cases:

LABOR UNREST - On March 20th, a labor problem was reported at the Yusen Terminal in Oakland. The demonstration was peaceful and consisted mainly of personnel on shore. Two small vessels that were also part of the protest positioned themselves between the berth and the M/V CALIFORNIA SATURN (Liberian flag, 774'), which was attempting to dock. The container vessel was forced to anchor approximately 100' from the berth. A 41' utility boat dispatched from USCG Station San Francisco arrived on scene and cleared the area for completion of the docking evolution. The M/V CALIFORNIA SATURN moored safely shortly thereafter.

REDUCED PROPULSION - On March 23rd the M/V ARIKI PACIFIC (Cypriot flag, 536') was inbound to Richmond Terminal 3 reporting reduced propulsion. The vessel was reported to have only dead slow ahead and astern propulsion due to the loss of one engine blower. Two assist tugs escorted the vessel safely into the pier. The vessel completed repairs to the blower while at the pier and was allowed to sail following inspection by the local class society representative and USCG inspectors.

REDUCED PROPULSION - On March 31st the T/V OMI COLUMBIA (U. S. flag, 867') was outbound in ballast condition for sea when a turbo charger casualty was detected at full sea speed. The vessel returned to anchorage at A-9 to affect repairs. The repairs were completed the following day, were tested at sea and documentation was submitted to the Coast Guard attesting to satisfactory operation.

- **ANCHOR WINDLASS FAILURE** - On April 1st the M/V CALIFORNIA PEGASUS (Panamanian flag, 814') was inbound to Maersk Terminal at 1700 when the pilot dropped the port anchor while trying to hold station in high winds. The vessel was subsequently unable to raise the anchor and remained at anchor in the Oakland Outer Harbor for approximately 24 hours. A Captain of the Port (COTP) Order on the morning of April 2nd directed the vessel to remedy the situation to no longer restrict vessel movement in the Outer Harbor.. M/V CALIFORNIA PEGASUS repaired the windlass and while attempting to weigh anchor, parted the chain. The vessel moved to berth, hired a local salvor, located the anchor and chain and then reattached the anchor. Satisfactory repairs were made and the COTP order was rescinded.
- **GROUNDING** - On April 11th at 0930 the M/V NEW HORIZON (Panamanian flag, 610') reported grounding in the vicinity of Chippis Island in Suisan Bay due to the main engine speed control governor failure. A Captain of the Port (COTP) order was issued directing the vessel to proceed to berth at USS POSCO with a tug escort and manned engine room once it was refloated. The cause of the governor failure was a disconnected electric fuse for the power supply of the governor control system. No damage was found from the grounding and the governor was repaired. The COTP order was rescinded.
- **HAZARD TO NAVIGATION** - On April 28th at 0620, the Chief Wharfinger of Pier 80 in South San Francisco reported the former Navy Destroyer DDG9 adrift approximately 200 yards off of the dock. By 0715, the vessel was caught on buoy #3 and four commercial tugs responded. The vessel was eventually freed and returned to the pier. The San Francisco Police Department investigated the incident and found the mooring lines were deliberately cut and burned. This is the second incident of this nature at Pier 80 within the last nine months.

ALLISION - On May 5th at 1215, the #4 crane of the M/V GLOBAL AMBITION (Republic of Korea flag, 523') struck the underside of the northern span of the Carquinez Bridge. Coast Guard Station Carquinez conducted an on-water assessment and found no damage to the bridge or bridge navigation lights. No injuries were reported. The crane was damaged and part of the falling debris holed the deck of the vessel.

ALLISION - On May 5th at 1400, the tug JOSEPH SAUSE allided with the Redwood City Yacht Harbor dock in Redwood Creek. The tug, towing an empty barge, had released the tow line and tied up alongside the barge in order to maneuver it to the dock at Carghill Salt. The tug and barge were set down on the dock, damaging three recreational boats and portions of the pier. No injuries were reported. The cause of the allision is currently under investigation.

POLLUTION STATISTICS FOR PERIOD 01MAR97 - 31MAR97

	MSO	MSD	TOTAL
1.) Total reported/investigated pollution incidents within MSO SF BAY AOR:	21	2	23
Civil Penalty Action	5	1	6
Spill, No Source	8	1	9
Spill, No Action Taken	5	0	5
No Spill, Potential Only	1	0	1
No Spill, Unconfirmed Report	2	0	2
EPA Zone Reports	0	0	0
2.) Discharges of Oil from:			
Deep Draft Vessels	0	0	0
Oil Transfer Facilities	0	0	0
Military Vessels/Facilities	2	0	2
3.) Federalized Cleanups	1	0	1
4.) Non-Federal Cleanups	5	1	6
5.) Hazardous Material Releases	1	0	1
6.) Cases requiring polreps	1	0	1
7.) Tickets Issued	3	0	3

Significant Cases:

31 MAR 97 - At approximately 0100, the DREAM DANCER, a ferrous hulled sailing vessel, grounded during low tide in Half Moon Bay and became awash as the tide returned. The vessel had approximately 30 to 40 one gallon cans of oil based paints and oily residue. MSO accessed the Oil Spill Liability Trust Fund, after the owner could not provide adequate clean-up capability. Smith Environmental was contracted for removal of the cans. On 01APR97, the owner raised the vessel.

31 MAR 97 - At approximately 0900 MSO received report of black oil around the M/V DIRECT FALCON. The source of the discharge was a rusted/worn garbage chute that ran through a 191 MT capacity fuel tank. The vessel spilled approximately 10 - 20 gallons of Fuel Oil. Zaccor Environmental was contracted by the vessel agent to boom vessel and conduct clean-up operations. Podesta Divers was contracted to survey the hull and plug the garbage chute discharge pipe, as a temporary repair, the vessel crew poured concrete down the garbage chute pipe to plug the rest of the pipe.

POLLUTION STATISTICS

FOR PERIOD 01APR97 - 30APR97

	MSO	MSD	TOTAL
1.) Total reported/investigated pollution incidents within MSO SF BAY AOR:	24	4	28
Civil Penalty Action	5	0	5
Spill, No Source	12	0	12
Spill, No Action Taken	0	4	4
No Spill, Potential Only	3	0	3
No Spill, Unconfirmed Report	2	0	2
EPA Zone Reports	2	0	2
2.) Discharges of Oil from:			
Deep Draft Vessels	0	0	0
Oil Transfer Facilities	0	0	0
Military Vessels/Facilities	2	0	2
3.) Federalized Cleanups	0	0	1
4.) Non-Federal Cleanups	3	0	3
5.) Hazardous Material Releases	1	0	1
6.) Cases requiring polreps	0	0	0
7.) Tickets Issued	4	0	4

Significant Cases:

20 APR 97 - MSO rcvd a report of the recreational vessel PETER tied off to pilings by the old Ford building next to Marina Bay Marina in Richmond, Ca. The vessel was taking on water and was being pumped out by the harbormaster of Richmond Marina. MSO investigators found miscellaneous Hazmat onboard, Two compressed gas cylinders, 8 batteries, 45 gals of diesel fuel and 5 gals of motor oil. The owner was advised of his responsibility to ensure that the vessel did not discharge oil and hazmat into the Santa Fe channel. On May 1st, the owner removed all the oil and hazmat from the vessel.

29 APR 97 - MSO rcvd a report from CG GRU Humboldt Bay that the sailing vessel RAGI was aground in Humboldt Bay. The vessel had been vandalized, but was not discharging any oil. Group Humboldt Bay contacted the owner, who stated the vessel had approximately 30 gals of fuel onboard. On May 2nd, the vessel was salvaged by the owner.

San Francisco Bay Clearinghouse Report For March 1997

San Francisco Bay Region Totals

Tanker arrivals to San Francisco Bay	57
Tank ship movements & escorted barge movements	296
Tank ship movements	197
Escorted tank ship movements	98
Unescorted tank ship movements	99
Tank barge movements	133
Escorted tank barge movements	53
Unescorted tank barge movements	80

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

	Zone 1	%	Zone 2	%	Zone 4	%	Zone 6	%	Total	%
Total movements	163		307		1		172		642	
Unescorted movements	79	48.47%	172	56.03%	1	0.00%	76	44.19%	327	50.93%
Tank ships	50	30.67%	95	30.94%	0	0.00%	37	21.51%	182	28.35%
Tank barges	29	17.79%	77	25.08%	1	100.00%	39	22.67%	145	22.59%
Escorted movements	84	51.53%	135	43.97%	0	0.00%	96	55.81%	315	49.07%
Tank ships	55	33.74%	87	28.34%	0	0.00%	57	33.14%	199	31.00%
Tank barges	29	17.79%	48	15.64%	0	0.00%	39	22.67%	116	18.07%

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.

San Francisco Bay Clearinghouse Report For April 1997

San Francisco Bay Region Totals

Tanker arrivals to San Francisco Bay	61
Tank ship movements & escorted barge movements	366
Tank ship movements	229
Escorted tank ship movements	92
Unescorted tank ship movements	137
Tank barge movements	101
Escorted tank barge movements	33
Unescorted tank barge movements	68

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	166		308		3		145		619	
Unescorted movements	93	56.02%	196	63.64%	3	0.00%	78	53.79%	367	59.29%
Tank ships	68	40.96%	135	43.83%	0	0.00%	48	33.10%	251	40.55%
Tank barges	25	15.06%	61	19.81%	3	100.00%	30	20.69%	116	18.74%
Escorted movements	73	43.98%	112	36.36%	0	0.00%	67	46.21%	252	40.71%
Tank ships	53	31.93%	84	27.27%	0	0.00%	43	29.66%	180	29.08%
Tank barges	20	12.05%	28	9.09%	0	0.00%	24	16.55%	72	11.63%

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.

San Francisco Bay Clearinghouse Report For 1997

San Francisco Bay Region Totals

Tanker arrivals to San Francisco Bay	231
Tank ship movements & escorted barge movements	1,335
Tank ship movements	823
Escorted tank ship movements	379
Unescorted tank ship movements	444
Tank barge movements	512
Escorted tank barge movements	240
Unescorted tank barge movements	272

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

	Zone 1	%	Zone 2	%	Zone 4	%	Zone 6	%	Total	%
Total movements	646		1,134		8		602		2,390	
Unescorted movements	317	49.07%	626	55.20%	8	100.00%	285	47.34%	1,236	51.72%
Tank ships	224	34.67%	378	33.33%	0	0.00%	158	26.25%	760	31.80%
Tank barges	93	14.40%	248	21.87%	8	100.00%	127	21.10%	476	19.92%
Escorted movements	329	50.93%	508	44.80%	0	0.00%	317	52.66%	1,154	48.28%
Tank ships	221	34.21%	344	30.34%	0	0.00%	197	32.72%	762	31.88%
Tank barges	108	16.72%	164	14.46%	0	0.00%	120	19.93%	392	16.40%

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.