

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, May 14, 1998

Port of Richmond, Harbor Master's Office, Richmond, CA

The public meeting was called to order at 10:10 a.m. by **L. Korwatch** (Matson Navigation), Chair. The secretariat confirmed the presence of a quorum. The following committee members or alternates were in attendance: **Gary Hallin**, Port of Oakland; **Denise Turner**, Port of San Francisco; **Thomas Wilson** (alternate for Ronald Kennedy), Port of Richmond; **Joesph Gaidstick**, Port of Benicia, **Margo Brown**, National Boating Federation; **Rich Smith** (alternate for Stuart McRobbie), SeaRiver Maritime; **Brian Dorsch**, Chevron Shipping; **Paul Seitz** (alternate for J. Grant Stewart), NYK Line, North America, Inc.; **Gunnar Lundeberg**, Sailors Union of the Pacific; **Scott Merritt**, Foss Maritime; **Gail Skarich**, Sanders Towboat Service; and **Larry Teague**, San Francisco Bar Pilots. U. S. Coast Guard representatives, **Lt. Cdr. Kirsti Plourde** (MSO) and **Cdr. Danny Ellis** (VTS); OSPR representative, **Barbara Foster**; State Lands representative **Jay Phelps** and NOAA representative **Bruce Hillard**. Also in attendance, more than twenty-five representatives of the interested public.

1. Minutes of the previous meeting were corrected as follows: **B. Foster**: the term for a member of the HSC is three years. MOTION by **M. Brown**, seconded by **G. Hallin** to "accept the minutes of the previous meeting as written." Motion passed without objection.
2. **L. Korwatch** welcomed those in attendance. She expressed her pleasure at being selected Chair and thanked all those who provided support since the announcement of her appointment.
3. **COAST GUARD COTP'S REPORT**, **Lt. Cdr. K. Plourde**, for COTP Harlan Henderson who is attending a VTS conference in San Diego. (1) A written report of port operations statistics for pollution response and investigations and significant port safety events for the period 5-1-98 to 5-30-98 is made a part of these minutes. There were no significant pollution events during the period of the report. (2) Question: What is the criteria for boarding and possibly detaining a vessel? Is the CG targeting ships and companies through various classification societies, as discussed in a recent *Tradewinds* article? **K. Plourde** responded that there is a boarding matrix based on a standardized way of calculating risk.

For example, vessels who have never called at a U.S. port would be boarded. USCG representatives more familiar with the port state control program will address the next HSC meeting. The Chair requested that they also address ISM compliance, which becomes mandatory on 7-1-98. (3) Question: With STCW requirements becoming effective on 8-1-98, there are rumors that the USCG will give foreign flag ships a pass while the U.S. is scrambling to comply. Is this true? **K. Plourde** responded that the CG presentation at the next meeting will address this question as well.

4. **CLEARINGHOUSE REPORT, A. Steinbrugge.** (1) A written report with statistics for the month of April and year-to-date is made a part of these minutes. (2) There were five occasions to report violations to OSPR in the month of April. Four were technical violations in which no escort was required and one involved an event where the escort tug checked in, but the vessel didn't. Question: Is this a trend or an anomaly? **A. Steinbrugge** responded that it seems to be an anomaly. In response to the suggestion that letters go out to remind people, **T. Hunter** responded that letters have gone out twice, but could go again. This is not a problem with habitual offenders, but rather that people sometimes forget to check in for an unladen vessel. Most often it involves a tug and barge.
5. **OSPR REPORT, B. Foster.** (1) OSPR, USCG VTS and the MX are involved in a partnership to develop an automatic information exchange. With OSPR funding for a one-time cost (purchase of laptops), the San Francisco Bar Pilots are participating in a partnering effort with the MX to evaluate electronic charting systems. Letters soliciting proposals went out to vendors and seven have responded that they are interested. No demonstrations have been conducted yet. (2) SB 1644 (contingency plans for non-tank vessels) passed the first policy committee. As amended operators would not be required to use PMSA. They can use another non-profit maritime organization that provides the service or prepare and submit their own plans. A copy of SB 1644 is made a part of these minutes. **B. Foster** provided a list of all legislation of interest to OSPR, which is made a part of these minutes. (3) Tug crew training plans have been approved for SF Bay Area companies SeaRiver Maritime, Foss Maritime, Oscar Niemeth Towing, Sanders Towboat Service and Westar Marine Service. Two other companies have submitted plans that are still under review by OSPR, AMNAV Maritime Services and Baydelta Maritime. Question: January 1, 1998 was the deadline for companies to have an approved training

program. How close are AMNAV and Baydelta? **B. Foster** responded that she doesn't know. Neither company has responded to OSPR. Question: How long will OSPR let these two companies compete for escort business without being in compliance? **B. Foster** responded that she didn't know. (4) **Pete Marsh**, USCG VTS reported that VTS and OSPR are talking and the two projects, automated information exchange and electronic charting, will marry up to provide an automated ID system. This is the direction national and international efforts are taking. Electronic charting on bridges will have icons for the other ships on the water to supplement the VTS information system. (5) **B. Foster** administered the oath of office to **L. Korwatch** and **G. Hallin**.

6. **PREVENTION THROUGH PEOPLE SUB-COMMITTEE, M. Brown.** (1) National Maritime Safety Incident Reporting The sub-committee recommends that the HSC send a letter to the Commandant, USCG Office of Investigations and Analysis which indicates the PTP's interest in the project and in actively participating. She read a proposed draft letter and suggested it go out over the Chair's signature. MOTION by **L. Teague**, seconded by **M. Brown** "to approve sending the letter as drafted and read." No discussion. Motion passed unanimously.
7. **HARBOR SAFETY PLAN REVIEW, L. Korwatch.** In **J. Lundstrom's** absence, **L. Korwatch** read the report on the annual review and update of the plan. Reminders for input were sent to sub-committee Chairs and USCG VTS and MSO representatives. **J. Lundstrom** expressed her appreciation for the timely return of materials from all the sub-committees. The deadline for input is 5-20-98. This update will be in a one volume binder, in a form consistent with all other HSC's in the state. This format will make annual updates easier. A separate section will be maintained for ease in tracking the status of recommendations. All maps will be updated and in color. The update will be voted on at the June 11th HSC meeting.
8. **PORTS AD HOC ADVISORY COMMITTEE, T. Hunter.** (1) The system is up and working. Informational public relations materials have been widely distributed. The system will be dedicated at a May 7th reception, jointly sponsored by the MX, OSPR and NOAA. (2) The hub is in and up and working. (3) All instruments are in the water. The Benicia sensor was recently buried again. It needs to be picked up and moved a few feet in the next few days. A second sensor will be deployed at the Golden Gate in the next two

months for redundancy. The one in the water now is performing well. Regarding the Benicia sensor, the MX and NOAA, with their expertise, are looking at alternative mounting options that can provide data up to NOAA standards. In the meantime, until another solution is found, NOAA has allocated money to take the Benicia sensor out every two weeks and clean it.

9. **UNFINISHED BUSINESS:** None.
10. **NEW BUSINESS:** (1) The Chair noted that many people had the opportunity to attend the joint governmental waterway plan session. She noticed that a lot of issues came up that the HSC will want to be involved with over the next few years. She solicited input from the HSC members and the public on what the focus of the HSC should be. Ideas should be funneled through the Secretariat. Over the next few months the Chair will look at the HSC sub-committees and come up with a plan for addressing issues through working groups. (2) **G. Lundeberg** stated that when the HSC was formed, there was a Dredging Sub-Committee. The Port of Oakland 50' project has gone before several governmental groups. The issue has been discussed by the HSC and the committee is on record as being pro-dredging within stated parameters. **G. Lundeberg** suggested that it would be appropriate for the HSC to follow the progress of the Oakland 50' project and, when there is a public hearing, the Chair or her designee could address these regulatory bodies. **J. Lundstrom** will be retained as a consultant to BCDC after her retirement and will be a good resource. (3) **L. Teague** reported on a request in a recent *Local Notice to Mariners* for input regarding a proposal to reduce or eliminate fog signals on bridges in the Bay Area. The main reason for the proposal is complaints of noise in neighborhoods. The pilots support maintaining the fog signals. **Cmdr. Chip Sharpe**, Chief 11th District Aids to Navigation, reported that the USCG has received the pilots' comment as well as a letter from SeaRiver. The CG's motivation for the proposal is not only the reduction of noise pollution, but cost savings that could be realized by eliminating unnecessary signals. The CG's intent is to go down the list with the pilots and look at each item to find where there may be redundancy or overlap. The May 15th deadline for comment can be extended.
11. **G. Hallin** distributed flyers regarding a June 18th public workshop to address the Monterey Bay Sanctuary vessel routing management issue. (5) **B. Dorsch** recommended a round table format for future meetings to facilitate better communication among committee

members. (6) **Russell Nyborg**, San Francisco Bar Pilots, reported that, at a recent Caltrans Maritime Policy Forum, the statement was made by a CG representative that the pilots are pushing the envelope of safety by bringing in ships that are too large. He asked if the statement expressed CG policy or a personal opinion. **C. Sharpe** responded that it was his personal opinion and clarified that his concern was mainly LA/LB going to 81' and 76' respectively. It is his opinion that somewhere there is a threshold on the size of vessels that can safely maneuver at the facilities. **Eric Dohm**, San Francisco Bar Pilots, noted that the pilots have been working with the Port of Oakland since the beginning on channel and turning basin design issues. With the larger and larger ships, the pilots do set limits on the size of ships that transit in extreme situations. In addition, in new situations they restrict underkeel clearance, etc. and set limits on transit parameters until they have had enough experience with the new vessel and/or maneuvering area. **L. Korwatch** added that the owners of ships do a lot of background research on vessels and facilities. (7) **J. Phelps** announced that State Lands will host a symposium in Long Beach on September 9-10 at the Westin Hotel. Contact him for more information. (8) **B. Hillard** reported on a new NOAA project that is beginning today. **Pete Connors** will be tending buoy red #2 on the northeast side of Alcatraz with a small boat. A GPS receiver will get data and a radio transmitter will radio it ashore to the NOAA station at Fort Mason. The purpose is to get vertical displacement of the buoy to better predict tide models. The equipment is not on the bottom of the sea or on a dock so the measurement will be more accurate. He thanked the crew of the CG vessel BUTTONWOOD for their professional work in the deployment of the equipment.

12. The next meeting is scheduled for 6-11-98 at 10:00 at the Port of Richmond.
13. The Chair initiated discussion of the possibility of canceling the July and August meetings of the HSC and reconvening in September if there is no objection from OSPR. The reconvened committee would then review the feed-back on topics to focus on and the Chair would have a plan in mind and be ready to go forth. If necessary a meeting could be called in July or August. **J. Phelps** suggested that committee members have a placard with their name and affiliation in front of them. The members of the committee introduced themselves.

14. **C. Sharpe** noted that the California HSC's developed a consensus on a definition for near miss tailored to Washington's language. He suggested that this definition be included in the letter to the Commandant and be proposed as a global definition for all ports. Question: The American Waterways Organization newsletter reported on a May 4th meeting in Washington, DC to address the issue. Will there be meetings on the West Coast. **C. Sharpe** stated that the work group of 22 people looking at a balanced management system for vessel routing, traffic schemes and off-shore distances has developed some recommendations for changes. The result will have an affect on commerce and affect everyone at this meeting. He suggested that everyone who can should attend one of the four workshops scheduled. The closest is scheduled for Oakland.
15. **P. Marsh** stated that the May 4th meeting in Washington, DC was one of the regular scheduled listening sessions, like the one held in Oakland in April. The definition of near miss was on a list of stated goals. **M. Brown** added that the next meeting will be in Portland, Oregon. It is her understanding that no decisions will be made until after all seven scheduled meetings.
16. MOTION to adjourn by **J. Gaidick**, seconded by **S. Merritt**. Meeting adjourned without objection at 11:15.

Submitted by:



Terry Hunter
Executive Secretary

**USCG MARINE SAFETY OFFICE SAN FRANCISCO BAY
PORT OPERATIONS STATISTICS
FOR 01 to 30 APRIL 1998**

PORT SAFETY:

1. Total Port Safety cases open for period:	23
2. SOLAS Interventions:	2
3. Number of vessels requesting/granted Letters of Deviation to enter Bay: Cases include: Inoperative Radar (3)	5/5
4. Propulsion/Steering Casualties:	3/3
5. Collisions/Allisions:	1
6. Groundings:	2

POLLUTION RESPONSE:

	MSO	MSD	TOTAL
1. Total reported/investigated oil pollution incidents within MSO SFB AOR:	15	6	21
Civil Penalty Action (Marine Violation)	5	2	7
Civil Penalty Action, Ticket Issued (Notice of Violation)	0	2	2
Letter of Warning	1	0	1
Spill, No Action Required	6	0	6
2. Discharges of Oil from:			
Deep Draft Vessels	0	0	0
Facilities (all non-vessel)	0	1	1
Military/Public Vessels	0	0	0
Fishing Vessels	2	1	3
Commercial Vessels	2	0	2
Non-Commercial Vessels (e.g. pleasure craft)	4	0	4
3. Hazardous Material Releases	0	0	0
4. Cases Requiring Cleanup	5	2	7
5. Federal Fund Cases (OSLTF/CERCLA)	0	1	1
6. Cases requiring Pollution Reports (POLREPS)	0	2	2

Significant Cases:

3 APR 98 - M/V BRAUNSCHWEIG (LI): VTS reported the vessel DIW due to sludge and water in fuel, 8.75 miles from the Farallones. The vessel displayed the proper day shape for a vessel not under command with no pilot on board. The vessel was not in the traffic scheme and had the capability of powering up if necessary. After cleaning the injectors and the filters, the vessel got underway. The case is closed.

5 APR 98 - T/V AEGEO (BF): While enroute from Martinez to Avon, the vessel experienced an engine casualty. A COTP order was issued requiring repairs and a tow plan. The vessel remained at dock until the repairs were satisfactorily completed. The COTP order was subsequently rescinded. The case is closed.

5 APR 98 - T/V NEWNANYANG (SN): VTS reported the vessel suffered an engine casualty while enroute to the Port of Stockton. The vessel experienced problems with its engine control and air start system. A COTP order was issued. The vessel made necessary repairs. The COTP was rescinded. The case is closed.

5 APR 98 - M/V CSL TRAILBLAZER (LI): During transit to the Port of Redwood City, the vessel ran soft aground. Tugs were able to push her off. The COTP order required a complete inspection of the hull and repair of any damage to the vessel, prior to departure. The vessel complied with all requirements. The COTP order was rescinded. The case is under investigation.

On 8 APR 98 - The MSO received notification that the M/V HUNTER (PN) had a hull fracture below the load line and problems with the surrounding hull plating. A COTP order was issued. A class society representative evaluated the fracture and the integrity of the surrounding hull plating, and issued a report requiring the repair of numerous deficiencies, prior to the vessel departing San Francisco Bay. In addition, inspectors from the Vessel Boarding Branch discovered additional structural discrepancies in violation of the International Convention for the Safety of Life at Sea (SOLAS) and the International Conference on Load Lines. Media interest was high. The repairs were made. The COTP order was subsequently rescinded. The vessel departed 23 APR 98. The case is closed.

8 APR 98 - M/V NEDLLOYD DEJIMA (NL): The vessel's agent notified the MSO that the vessel, enroute to the Port of Oakland, had a fracture in the port lower fuel oil tank in way of the forward inner and outer container stools in stack 8 of the number 3 cargo hold, loaded with containerized cargo. A COTP order was issued. The vessel completed the necessary repairs in port. The COTP order was subsequently rescinded. The case is under investigation.

8 APR 98 - M/V KAIMOKU (US): Due to miscalculating the aircraft, the vessel experienced an allision when its satellite antenna contacted the underside of the Benicia Bridge. The vessel was enroute to the Weapons Support Facility Seal Beach Detachment, Concord, CA. While this allision damaged its SATNAV, the Radome radar remained operable. No other damage to the vessel or the bridge was reported. No injuries occurred. The case is under investigation.

10 APR 98 - M/V KEELUNG (TW): The vessel notified the MSO that the vessel was sailing short due to the unexpected departures of the Chief Engineer and the Second Mate. In addition, the individual filling the position of the First Assistant Engineer had no license on board the vessel. A COTP order was issued. The vessel subsequently met the manning requirements. The COTP order was rescinded. The case is closed.

10 APR 98 - M/V WINDFIELD (BF): While inbound, the vessel ran soft aground off the North Spit, Humboldt Bay. The grounding occurred after the vessel lost steering and left the channel. A COTP order was issued. Inspection of the steering system, and the hull near the bow area by a Coast Guard inspector and a class surveyor showed no damage. A tow tug escort was required for departure, based on the inability to adequately test the steering system dockside. The vessel complied with all requirements. The COTP order was rescinded. The case is under investigation.

24 APR 98 - M/V YACK JIA (PN): The MSO received a report from the boarding team that the vessel was leaking fuel oil in the engine room. Inspection revealed numerous discrepancies with the International Convention for the Safety of Life at Sea (SOLAS) and significant fire and pollution hazards. The vessel made repairs to the main fuel piping with long lengths of flexible hose from the fuel oil supply tanks. On the main deck, there were numerous leaks and wastage in the cargo hatch hydraulic system piping. In addition, the fuel supply piping was not capable of being closed from outside the space. A SOLAS intervention has occurred. The case is under investigation.

26 APR 98 - T/V JO ROGN (N): The MSO received a report from VTS San Francisco that the vessel experienced a steering casualty, while enroute to the Oleum docks. Under the escort of two tugs, the vessel departed to Wickland Selby. A COTP order was issued requiring satisfactory repairs to the vessel's steering system with certification by the attending surveyor of the vessel's classification society. The vessel experienced a second steering casualty while enroute to the Richmond Long Wharf. Two tugs were on scene in compliance with the COTP order. The case is under investigation.

29 APR 98 - M/V SALINTHIP NAREE (TN): The MSO received a report that the freight ship experienced an engine casualty in Anchorage 8. A COTP order was issued requiring class to submit documentation of repairs prior to departure to Sacramento. The case is under investigation.

San Francisco Bay Clearinghouse Report For April 1998

San Francisco Bay Region Totals

Tanker arrivals to San Francisco Bay	60
Tank ship movements & escorted barge movements	365
Tank ship movements	239
Escorted tank ship movements	113
Unescorted tank ship movements	126
Tank barge movements	110
Escorted tank barge movements	44
Unescorted tank barge movements	66

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	178		326		1		165		669	
Unescorted movements	89	50.00%	183	56.13%	1	100.00%	80	48.48%	352	52.62%
Tank ships	61	34.27%	121	37.12%	0	0.00%	54	32.73%	236	35.28%
Tank barges	28	15.73%	62	19.02%	1	100.00%	26	15.76%	116	17.34%
Escorted movements	89	50.00%	143	43.87%	0	0.00%	85	51.52%	317	47.38%
Tank ships	59	33.15%	101	30.98%	0	0.00%	64	38.79%	224	33.48%
Tank barges	30	16.85%	42	12.88%	0	0.00%	21	12.73%	93	13.90%

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 1998

San Francisco Bay Region Totals

Tanker arrivals to San Francisco Bay	219
Tank ship movements & escorted barge movements	1,295
Tank ship movements	865
Escorted tank ship movements	390
Unescorted tank ship movements	475
Tank barge movements	430
Escorted tank barge movements	227
Unescorted tank barge movements	203

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	619		1,149		3		623		2,394	
Unescorted movements	314	50.73%	660	57.44%	3	100.00%	314	50.40%	1,291	53.93%
Tank ships	227	36.67%	452	39.34%	0	0.00%	204	32.74%	883	36.88%
Tank barges	87	14.05%	208	18.10%	3	100.00%	110	17.66%	408	17.04%
Escorted movements	305	49.27%	489	42.56%	0	0.00%	309	49.60%	1,103	46.07%
Tank ships	211	34.09%	350	30.46%	0	0.00%	217	34.83%	778	32.50%
Tank barges	94	15.19%	139	12.10%	0	0.00%	92	14.77%	325	13.58%

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.

**USCG MARINE SAFETY OFFICE SAN FRANCISCO BAY
PORT OPERATIONS STATISTICS
FOR 01 to 31 MARCH 1998**

PORT SAFETY:

1. Total Port Safety cases open for period:	26
2. SOLAS Interventions:	1
3. Number of vessels requesting/granted Letters of Deviation to enter Bay: Cases include: Inop Radar (3)	3/2
4. Propulsion/Steering Casualties:	3/0
5. Allisions:	5
6. Groundings:	4

POLLUTION RESPONSE:

	MSO	MSD	TOTAL
1. Total reported/investigated pollution incidents within MSO SFB AOR:	26	7	33
Civil Penalty Action	3	2	5
Letter of Warnings	3	0	3
Spill, No Source	0	1	1
Spill, No Action Taken	8	2	10
No Spill, Potential Only	5	1	6
No Spill, Unconfirmed Report	7	1	8
EPA Zone Reports	0	0	0
2. Discharges of Oil from:			
Deep Draft Vessels	0	1	1
Oil Transfer Facilities	0	2	2
Military Vessels/Facilities	3	0	3
Fishing Vessels	2	0	2
3. Federal Fund Cleanups	1	0	1
4. Non-Federal Cleanups	4	1	5
5. Hazardous Material Releases	0	0	0
6. Cases requiring polreps	0	0	0
7. Tickets Issued	1	0	1

Significant Cases:

2 MAR 98 - M/V MUNDOGAS EUROPE (LI): While on loaded passage from Kitimat, Canada inbound to Stockton, California, at New York Point, near Pittsburgh, the vessel's bow reportedly grounded on a soft mud bank at 1336 hours and subsequently re-floated at 1536 hours. A COTP order was issued requiring an examination of the vessel's hull and machinery. The inspection determined no apparent damage to the steering, main and auxiliary machinery, heat exchangers and the vessel's body, above and below the waterline, including the rudder, propeller and stern area attributable to this incident. The COTP order was subsequently rescinded. The cause of the grounding is under investigation.

2 MAR 98 - T/V OVERSEAS CHICAGO (US): While docking the OVERSEAS CHICAGO at the Richmond Long Wharf, the tug DELTA LINDA (US) pushed in the #1 STBD cargo tank of the tank vessel, approximately halfway to the 3rd plate. The tank was full of cargo, however there was no loss of cargo. Inspection of the vessel determined that the vessel had no significant damage.

5 MAR 98 - T/V LAND ANGEL (US): While transiting through the Pinole Shoal Channel, the vessel ran aground between buoy markers #13 and #14, with a pilot on board. Less than an hour later, she was pulled-off by two tug escorts. A COTP order was issued requiring an underwater inspection. Examination of steering gear, rudder, propeller, bilge keels and bottom plating showed no damage and soundings of all tanks showed no abnormalities. The COTP order was subsequently rescinded. The cause of the grounding is under investigation.

5 MAR 98 - M/V MARE ISLAND (US): The vessel allided with the dock at the San Francisco Ferry Building North Dock, which resulted in minor damage to the starboard side, aft of amidships. No injuries or major structural damage were reported. Subsequent tests of steering and propulsion showed all systems operable. The case is under investigation.

5 MAR 98 - M/V ENCINAL (US): Vessel allided with pole at pier when mooring. Only cosmetic damage sustained by vessel. The case is under investigation.

6 MAR 98 - Tug WILLIAM R. (US): The tug, with a Tidewater Sand and Gravel barge loaded with sand on tow from stern, allided with a floating dock and approximately four moored vessels near Alameda. The vessel began to drift out of position due to response failure of port rudder while in standby mode. When the operator shifted both engines in reverse, he did not realize the port engine had shut off. Subsequently, the engine lost oil pressure and did not start immediately. By the time the port engine started, the allision occurred. No injuries were reported. The case is under investigation.

8 MAR 98 - M/V PAN BRIGHT (KS): The vessel suffered a oil fuel pump casualty, while rounding buoy marker # 25. The secondary fuel pump was operable. The tugs remained on-scene until passage through the Carquinez bridge.

At 12:39 PM on 14 March 1998, the 639 foot long, bulk carrier M/V KURE ran around at the

entrance of Humboldt Bay, CA. The ship, carrying a full load of wood chips destined for Japan, lodged itself perpendicular to and approximately 200 feet off of the end of the southern rock jetty. Because its close proximity to the jetty and the hazard to navigation that the ship presented, and because of the threat of pollution posed by the 250,000 gallons of bunker fuel on board should the ship's hull be breached, the Coast Guard mounted an aggressive response to the grounding. In addition to the Coast Guard personnel already in Eureka, the Coast Guard quickly dispatched a team of salvage, investigation, and pollution response experts by aircraft from the San Francisco Bay area. COTP established a two mile safety zone around the vessel until the KURE was refloated. A Unified Command was established with Captain Henderson as the Federal On Scene Coordinator/Captain of the Port, California Department of Fish and Game, Office of Spill Prevention and Response (OSPR), and the responsible party to investigate and manage the incident including refloating of the vessel and preparing for potential pollution from the bunker fuel on board. The Coast Guard personnel responding included personnel from CG Station Humboldt Bay, CG Group/Air Station Humboldt Bay, CG Pacific Strike Team, and the CG Marine Safety Office San Francisco Bay. The vessel owner hired contractors to both refloat the vessel and respond if the vessel discharged oil. The KURE was refloated at 11:45 pm, 14 March 1998 at high tide with the assistance of two tugs. Once the M/V KURE was refloated, she was ordered by the Captain of the Port to anchor and access and repair any damage from the grounding. The vessel was released late in the afternoon of 15 March 1998 and she proceeded on her journey to Japan.

17 MAR 98 - T/S CHEMBULK TRADER (LI): The vessel ran aground while docking at the Richmond Long Wharf in Richmond, CA on 14 MAR 98. A COTP order was issued requiring the vessel to conduct a complete inspection of the hull and repair any damage prior to departure from the San Francisco Bay. The inspection showed no damage. The COTP Order was subsequently rescinded and the vessel was allowed to depart.

19 MAR 98 - M/V CAPE BORDA (US): While heading to sea, the vessel experienced a propulsion casualty. The throttle became stuck in the forward position due to a problem with the hydraulic linkage system. The vessel used a tug escort to Anchorage 8, and made repairs, which were approved by the Duty Inspector. The vessel departed without incident.

20 MAR 98 - Tug SILVER EAGLE (US): Tug Silver Eagle while towing the Barge 450-6, loaded with Bunker C fuel, allided with Richmond Inner Harbor Buoy #8, amidships with the Tug, as it was inbound for Richmond Inner Harbor. No injuries and no damage to the tug or barge were reported. The case is under investigation.

30 Mar 98 - MSO received notification from Maersk Stevedoring Services of a 20 ft container loaded with Dichlorotrifluoromethyl Pyridine that was dropped on its side while being off loaded onto the pier from the M/V Margrethe Maersk. Maersk was concerned that the container was possibly discharging its contents. MSO worked at length with the on scene HAZMAT team and, after thorough investigation, it was determined that the discharge was just water condensation from inside the container.

San Francisco Bay Clearinghouse Report For March 1998

San Francisco Bay Region Totals

Tanker arrivals to San Francisco Bay	65
Tank ship movements & escorted barge movements	379
Tank ship movements	237
Escorted tank ship movements	95
Unescorted tank ship movements	142
Tank barge movements	87
Escorted tank barge movements	37
Unescorted tank barge movements	50

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

	62.53%
	25.07%
	37.47%
	22.96%
	9.76%
	13.19%

	Zone 1	%	Zone 2	%	Zone 4	%	Zone 6	%	Total	%
Total movements	168		300		0		140		608	
Unescorted movements	90	53.57%	183	61.00%	0	0.00%	71	50.71%	344	56.58%
Tank ships	69	41.07%	135	45.00%	0	0.00%	55	39.29%	259	42.60%
Tank barges	21	12.50%	48	16.00%	0	0.00%	16	11.43%	85	13.98%
Escorted movements	78	46.43%	117	39.00%	0	0.00%	69	49.29%	264	43.42%
Tank ships	53	31.55%	84	28.00%	0	0.00%	50	35.71%	187	30.76%
Tank barges	25	14.88%	33	11.00%	0	0.00%	19	13.57%	77	12.66%

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 1998

San Francisco Bay Region Totals

Tanker arrivals to San Francisco Bay	159
Tank ship movements & escorted barge movements	946
Tank ship movements	626
Escorted tank ship movements	277
Unescorted tank ship movements	349
Tank barge movements	320
Escorted tank barge movements	183
Unescorted tank barge movements	137

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	441		823		2		458		1,724	
Unescorted movements	225	51.02%	477	57.96%	2	100.00%	234	51.09%	938	54.41%
Tank ships	166	37.64%	331	40.22%	0	0.00%	150	32.75%	647	37.53%
Tank barges	59	13.38%	146	17.74%	2	100.00%	84	18.34%	291	16.88%
Escorted movements	216	48.98%	346	42.04%	0	0.00%	224	48.91%	786	45.59%
Tank ships	152	34.47%	249	30.26%	0	0.00%	153	33.41%	554	32.13%
Tank barges	64	14.51%	97	11.79%	0	0.00%	71	15.50%	232	13.46%

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.