

MINUTES

HARBOR SAFETY COMMITTEE OF THE SAN FRANCISCO BAY REGION

9:30 a.m., Thursday, June 10, 1993

Port of Richmond, Marina Bay Boathouse, 2580 Spinnaker Way, Richmond, CA

1. The meeting was called to order by Chairman Arthur Thomas at 9:45. The following committee members or alternates were in attendance: David Adams, Port of Oakland; James Faber, Port of Richmond; Alexander Krygsman, Port of Stockton; Roger Peters, Port of San Francisco; Dwight Koops, Exxon Shipping; Lynn Korwatch (alternate for John Gosling), Matson Navigation; Bob Clinton, Harbor Tug and Barge Company; Mary McMillan, Westar Marine; John Lien (alternate for Joan Lundstrom), San Francisco Bay Conservation and Development Commission; A. Thomas, San Francisco Bar Pilots; Margot Brown, National Boating Federation; Ann Notthoff, Natural Resources Defense Council; and federal government representatives, Captain J. M. MacDonald, CMDR. Thomas Dolan, and Chief Attaway, U. S. Coast Guard. Also in attendance Bud Leland and Chuck Raesbrook, OSPR; and Scott Shaeffer, State Lands.
2. T. Hunter, Marine Exchange, confirmed that a quorum was present.
3. MOTION by M. Brown, seconded by A. Krygsman, to adopt the minutes as written.
4. A. Thomas reported on his attendance at a private workshop held at Woods Hole Oceanographic Institute to investigate the potential of a new coastal weather forecasting system. 28 scientists and 2 lay persons were invited (the other being from Sea-Land to represent commercial interests). The workshop will publish a document in support of the installation of PORTS in San Francisco and coastal weather stations in Long Beach, Astoria, Seattle and San Francisco. The weather stations will use doplar radar to provide significant improvements in prediction capabilities.
5. CAPTAIN OF THE PORT'S REPORT, J. M. MacDonald. There were 58 reports of spills since the last HSC meeting. Three involved deep-draft Navy vessels and two occurred at facilities (Shell and Pt. Molate). He noted that State Lands will fill in information regarding facility shut-downs later in the meeting. Civil penalty actions were instigated in nine cases. As reported in the media, three vessels, the PAISHEN, PELICAN and ANGEL, carried illegal aliens to the California coast. Mandatory VTS will aid in preventing incidents of this type. A. Notthoff asked the status of area contingency plans. J. MacDonald responded that local and statewide focus input has been received and the first cut draft of resources is in the edit and collate mode. A draft contingency plans document has gone to Sacramento and will go to the district 7-1-93. Then the first of five annual reviews starts. He noted that quantum leaps have been made in the amount of available information and stressed the complimentary nature of the Port Area Committees (OP 90) and Harbor Safety Committees (SB 2040).
6. OSPR REPORT. B. Leland deferred to Deputy Administrator C. Raesbrook. Regarding review of area plans, the public has been contributing significantly - in January there was nothing, now there are plans. A memorandum of understanding between the Coast Guard and the state was signed in the Governor's office last week and is available for distribution.

A response to the Chair's letter requesting OSPR's position on permanent tug escort guidelines was delivered to the Chair. The letter indicates that SB 2040 language calls for consideration of the best achievable technology being developed or that could be developed, given reasonable expenditures on research and development and further states that assets other than those readily available must become part of the process. The next step is a public workshop to review the permanent escort guidelines adopted by the HSC; the information now available as a result of the implementation of interim regulations; and public comment received. The entire letter from the administrator was read to the committee. A. Thomas asked if there is a mandate to revise the proposed permanent guidelines by 1-94. C. Raesbrook responded yes. A. Krygsman asked what happens to the interim regulations. C. Raesbrook responded that they are in process and should be in place before the 120 day period for

Harbor Safety Committee of the San Francisco Bay Region
Thursday, June 10, 1993, 9:30 a.m.

emergency regulations ends. J. Faber noted that it appears that OSPR has ideas for what it wants to see and that would be good information for the HSC to have. C. Raesbrook responded that the proposed guidelines can and should be more specific. A. Thomas asked what direction OSPR is taking. C. Raesbrook answered that he would be better able to respond after the July hearing on the permanent guidelines. M. Glazer asked if that meant there would be no OSPR response to the proposed permanent guidelines until after the July hearing and C. Raesbrook responded yes.

The EXXON NORTHSLOPE was involved in the first violation of the emergency tug escort guidelines. The tanker was already into the escort arc before its escort arrived. OSPR has met with P. Dolan of VTS regarding supplying evidence of violations. A. Notthoff asked what the process is for identifying a violation. C. Raesbrook noted that, in this case, the Clearing House knew the tug would be late on station and notified the pilot and OSPR. D. Koops stressed that what is important is that once a snafu was identified, everyone got on it. He expressed appreciation, on the part of Exxon, for the cooperation exhibited by everyone involved. The pilot boarded the vessel at the eight mile point with a container ship behind. The tanker had no choice but to proceed until the channel widened and the container ship could pass. However, this was not necessary, the escort was on station by that time. T. Hunter, for the Clearing House, stated that the event was a learning experience and the CH did what it was designed to do. The ship and Exxon were notified of the tug's delay within two minutes after the CH had the information, then the Pilots, OSPR, etc. One lesson learned was that the point at which the vessel checked for the tug was sometimes too late to stop its movement. The question was asked, who is in violation if the tug is late, the tug or the vessel. C. Raesbrook responded that if the ship has time or room to maneuver, it should abort. A. Krygsman noted that there is a technical violation where the tug leaves escort duty to assist a second vessel in immediate danger. This contingency should be covered in the rules. C. Raesbrook stated that this has come up at OSPR staff meetings.

A. Thomas indicated that the Pilots have been fine tuning procedures during this time before the permanent tug escort guidelines are implemented so that these procedures can be included in the "San Francisco Bar Pilots Port Safety Guidelines". He suggested it might be advisable to ask the Pilots to speed that process up. P. Buttner agreed on behalf of the Pilots.

B. Leland addressed the question of holding a workshop on the proposed permanent tug escort guidelines in early July. A. Thomas suggested it might be best to have it on a different day than the HSC meeting because the workshop could take most of a day. D. Koops noted that Exxon continues to do testing on how fast a vessel can pick up a line and what tugs can do to alter direction of a vessel outside. The video of the recently completed testing is being edited and Exxon will share it with the committee.

M. Goebel asked about the purpose of a meeting between OSPR and the Bay Keeper. It was noted that the Bay Keeper is a member of OSPR's technical advisory committee.

7. **CLEARING HOUSE REPORT, A. Steinbrugge.** R. Peters asked how a vessel moving from zone 2 to zone 6 would be reported. A. Steinbrugge responded that each zone the vessel crossed would be recorded. M. Glazer questioned the relationship between an unregulated vessel and an unreported vessel. A. Thomas responded that, as a pilot, he confirms upon boarding whether the vessel should be regulated. M. Goebel commended the Clearing House on the form of presentation of data.

8. **PLAN SUB-COMMITTEE REPORT, A. Notthoff.** OSPR has responded and set forth a clear direction for annual review. The letter from HSC to OSPR requesting an extension of the review deadline to 10-93 has been sent. Each sub-committee should look at their respective areas of responsibility within the plan document. A. Thomas and A. Notthoff will meet to review the sub-committees to possibly restructure existing sub-committees and/or form new ones. A. Thomas added that the sub-committees will remain unchanged as much as possible, adding where necessary. B. Leland noted that the transcript from the 5-11-93 hearing in Sausalito will be available as soon as possible. M. Goebel expressed disappointment that people are coming forward at the last minute, indicating that, for example in the case of the scheduled July workshop, it is more appropriate and productive if everyone who is interested gets involved in the process early.

Harbor Safety Committee of the San Francisco Bay Region
Thursday, June 10, 1993, 9:30 a.m.

9. UNFINISHED BUSINESS. None.

10. NEW BUSINESS. Lt. Kirsch, State Lands, reported on the facility spill incidents referred to by J. MacDonald earlier in the meeting. When a problem was noted at Wickland-Selby, the USCG was notified and a State Lands inspector was on site within an hour. The facility operations were shut down for eight hours until corrective measures were completed. State Lands has a role in all oil transfers. The Marine Facilities Division of State Lands was created by SB 2040. There are 68 marine facilities involved in the transfer of oil in the state. Marine Facilities has two field offices, monitors portions of 50% of all transfers and has responsibility for investigating the cause of and determining the extent of spills that occur. 21 of the impacted facilities are leased by State Lands. As a landlord, State Lands performs more complete inspections of leased facilities. R. Peters asked if State Lands has funds for facility upgrades. Lt. Kirsch responded no, it is a requirement of tenancy. D. Koops stated that, from an operator's point of view, a consolidation of inspection efforts and improved cooperation between inspecting entities is needed. He asked that inspectors note the dynamics of operations in process and be sensitive to the need not to interfere with the concentration of personnel involved in procedures where safety may be compromised. He stressed the need to coordinate inspections to reduce redundancy. Lt. Kirsch responded that State Lands has brought on personnel from the maritime community, providing well-informed (educated) inspectors.

J. MacDonald introduced Lt. CMDR Dan Ryan who will replace Lt. CMDR Gilmore as his Executive Officer.

M. Goebel provided follow-up on the helicopter and mine sweeping operation at Anchorage 9, which were discussed at previous meetings. M. Goebel met with J. MacDonald and helicopter/mine sweeping personnel on a tanker. They have data to share and a general memo is forthcoming. J. MacDonald added that the area of exercise will be directed away from traffic lanes.

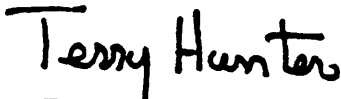
J. Faber announced that the MSRC vessel PACIFIC RESPONDER arrived in Richmond last week. A reception will be held at finger pier 1 on 6-22-93 from 5:00 p.m. to 7:00 p.m.

11. The next full committee meeting will be held at the Port of Oakland on 7-8-93, at 9:30, with A. Thomas, Chairing.

A. Krygsman noted that the meeting should not be adjourned, but rather go into the Pilotage Sub-Committee meeting and workshop. The meeting was recessed at 10:55 and reconvened at 11:15. Proceedings during the workshop were recorded by a court reporter and will be available separately.

12. MOTION to adjourn at 12:15 by R. Peters, seconded by M. Brown. Meeting adjourned by unanimous vote.

Respectfully submitted,



Terry Hunter
Executive Secretary

