

MINUTES

HARBOR SAFETY COMMITTEE OF THE SAN FRANCISCO BAY REGION

10:00 a.m., Thursday, July 13, 1995

Port of Oakland, Board Room, 530 Water Street, Oakland, CA

1. The public meeting was called to order by Chair, Arthur Thomas, San Francisco Bar Pilots, at 10:15. The following committee members or alternates were in attendance: Dave Adams, Port of Oakland; James Faber, Port of Richmond; Alexander Krygsman, Port of Stockton; Charles Mitchell, Port of San Francisco; Joseph Gaidnick, Benicia, Industries, Inc.; Margot Brown, National Boating Federation; Gail Skarich (alternate for Mary McMillan), Sanders Towboat Co.; Marci Glazer, Center for Marine Conservation; Joan Lundstrom, San Francisco Bay Conservation and Development Commission; Dwight Koops, SeaRiver Maritime; Michael Nerney, Inchcape Shipping Services; Gunnar Lundberg, Sailor Union of the Pacific; Bob Clinton (alternate for Ron Duckhorn), Crowley Maritime; Roger Peters, Chair, TES; U. S. Coast Guard representatives, CDR Theodore Mar (MSO) and CDR Dennis Sobeck; and OSPR representatives Marian Ashe and Bud Leland. Also in attendance, more than fifty representatives of the interested public.

2. T. Hunter, Marine Exchange, confirmed that a quorum was present.

3. **MINUTES OF PREVIOUS MEETINGS, 5-11-95 and 6-8-95.** J. Lundstrom noted the following corrections to the minutes of 6-8-95: Paragraph 5, page 1, Clearing House Report on non-compliance with tug escort "guidelines" should read "regulations". Page 4, the vote was on "tug escort regulations" not "tug escort guidelines. MOTION by D. Koops, seconded by J. Lundstrom "to approve the minutes of 5-11-95 and 6-8-95 as corrected." Motion passed without objection.

4. In opening remarks, A. Thomas reported that the TES has been working hard to stay within the timeline set for presentation of recommended tug escort regulations to the HSC on 8-10-95. A TES meeting is scheduled for directly after this meeting. A. Thomas reported that at the Conference of Parties, a Standards for Crew Certification and Watchkeeping was approved by 66 countries. It still requires U. S. Senate confirmation. The document tightens certification standards for tanker crew training and basic training for hotel staff on cruise ships.

5. **COAST GUARD REPORT.** T. Mar, new XO for MSO, reported for D. Montoro, who is on vacation. During the month of June, the Vessel Boarding Branch, under the Port State Control Program, targeted 188 vessels and boarded 50. This resulted in five vessels being subjected to control, with three SOLAS interventions, one COTP order and one "other". There were 38 reported and investigated pollution incidents during the month of June. Of these, 11 were not spills and 4 were out of the harbor area. There were no major or medium spills last month. There were no other significant events.

6. **CLEARINGHOUSE REPORT,** A. Steinbrugge. There were no abnormalities during June. The system is working smoothly. The written report for June and year-to-date is available upon request from the Clearinghouse.

7. **OSPR REPORT,** B. Leland. (1) Although the state legislature has not approved a budget, OSPR is solvent, being specially funded. (2) Chuck Raesbrook, formerly of OSPR, has been officially designated interim Director for the Department of Fish and Game. (3) The Coastal Protection Review document is scheduled for release in August. OSPR is working through the best achievable technology issue for facilities and vessels through two committees respectively. (4) The pilotage evaluation document will be released soon. (5) The legislation that would implement a statewide pilotage system (Kuykendall, AB

1119) is currently in abeyance. This bill was sponsored by OSPR to amend the Harbors and Navigation Code to remove the loophole allowing a master/owner of a foreign flag ship to pilot his vessel. A. Krygsman suggested the legislation include language that sets a lower limit on vessels affected. Under the provisions of the current language, a Canadian yacht owner could not bring his vessel into the bay without a pilot. The Chair suggested that this might also be addressed by adding language that defines affected vessels as "those engaged in commerce".

8. PORTS SUB-COMMITTEE, D. Adams. (1) A reconnaissance team from NOAA was in the Bay Area in May and surveyed the area with the SFBP to look at the positioning of instruments. The following decisions were made: There will be no sensors in the Port of Oakland Dredge Project. A sensor will be placed in Oakland Outer Harbor, north of the BART tunnel, in the sensitive area of berths 35-37. Three new sensors will be placed at the Golden Gate Bridge, Red Rock in Richmond and Oakland Outer Harbor, with data going to the MX, VTS and SFBP. The Alameda gauge will stay. (2) The PORTS Technical Sub-Committee report (matrices) will go out in the near future for input. (3) Tom Richards, NOAA, reported that the National Weather Service, Monterey, is willing to put up a station on Mt. Ties. The SFBP have contributed \$500 towards the cost of \$10,000. There needs to be a solicitation for funding of this project. (4) D. Adams will be conducting a poll to determine who uses salinity data. A recent incident involved a vessel which overloaded as a result of not having recent hydrographic charts and/or salinity information. (5) A PORTS Sub-Committee report will be forwarded to J. Lundstrom soon for inclusion in the Harbor Safety Plan update.

9. PLAN REVIEW SUB-COMMITTEE, J. Lundstrom. After the 8-10-95 vote of the HSC on tug escort guidelines, the HSC should be prepared to vote on a Harbor Safety Plan update at the September meeting.

10. TUG ESCORT SUB-COMMITTEE REPORT, R. Peters. (1) The finalizing of the project to develop tug escort guidelines has been somewhat delayed. The TES expects to be prepared to bring a complete package to the HSC on 8-10-95. The package will be distributed to this group and the HSC mailing list (200 members of the interested public) by the Marine Exchange on 7-21-95. The package will include an Executive Summary, an Issues Document, Vessels by Tier Report, Waterways Report (addressing zones and types of navigational and safety issues) and a Failure Probability Report. (2) The TES is working on a fast timeline and will meet directly after today's meeting. A second committee meeting has been scheduled for 7-17-95 at the Pilot Station to finish any work left at the end of today's session. One TES, three Waterways Group and one Vessels by Tier Group meetings have been held since the last HSC meeting. (3) The Vessel by Tier Group issued an interim report on dual failure tug requirements. A report on single failure requirements and a graphic comparison of force demands for dual failure, single failure and existing regulations will be completed by 7-17-95. (4) The Glosten Single Failure Study was reviewed by the Waterways Group. It was assumed that tanker demands for a steering failure, the tanker would be stopped within the required transfer and reach box using the combined forces of the tanker's engine and the escort tug(s). For a propulsion failure, the escort tug would steer the tanker, within the transfer/reach box, down to 5 knots and then the escort would stop the tanker. In almost all cases, with a speed limit of 10 kts., stopping demands governed. The steering demands of vessels were found to be vessel specific and do not necessarily increase with vessel displacement. Diesel tankers are more responsive than steam tankers so two demand tables have been developed. The system for measuring tractor tugs denigrates their value in the indirect mode. Slack water tanker demands are nearly equivalent to existing regulation when ahead bollard pull is substituted for astern bollard pull. The final report of the Waterways Group includes a six point proposal, based upon a single failure standard, a default matching matrix and a provision to allow tanker and tug operators to model their fleets/equipment and use vessel

specifics in lieu of the default matrix. The TES will evaluate this proposal at one of the two meetings scheduled for 7-13-95 or 7-17-95.

11. **UNFINISHED BUSINESS:** (1) D. Sobeck requested VTS be provided with a copy of the TES Executive Report when it is completed. (2) D. Sobeck submitted a written report of the Vessel Traffic Routing Model, which is made a part of these minutes. Seven scenarios which may result from federal and state tug escort rules which are currently in the rule making process were evaluated. The results of the study indicate that the constraints presently under consideration would have minimal impact in terms of delays to traffic on the bay. (3) The VTS User's Manual will include the form for near miss reporting. M. Glazer referred to Case 7 of the modeling study and noted that it only looked at tankers using the deep water traffic lane and did not address traffic in the eastern lane.

12. **NEW BUSINESS:** (1) D. Koops reported on a compilation of emergency cellular phone numbers provided by the LA/LB MX for use in that area and suggested SF could use the same type of product. T. Hunter stated that the MX will investigate the project thoroughly and report back to the HSC. (2) Capt. Allan Catallini, Catallini Marine Consultants, stated that as DOD closes bases around the bay, the regulations and charts will remain cluttered with provisions for areas no longer being used by a military presence. Most notably, special navigation areas and restricted zones will not require the constraints now in place. The Chair noted that it is too late to include this issue in the Plan update for this year. The Plan Subcommittee can look at this for the next update. J. Lundstrom suggested the HSC look at areas on which to focus, post tug escort, at the meeting scheduled for October. The Chair concurred.

13. **NEXT MEETING.** The next meeting is scheduled to be held on Thursday, 8-10-95, at 10:0 a.m. in the Port of San Francisco.

14. **MOTION** to adjourn by R. Peters, seconded by D. Koops. Meeting adjourned at 10:30 without objection.

Respectfully submitted,



T. Hunter
Executive Secretary