

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, October 8, 1998

Port of Oakland, 530 Water Street, Oakland, CA

The public meeting was called to order at 10:00 a.m. by **S. Merritt**, Acting Chair. The secretariat confirmed the presence of a quorum. The following committee members or alternates were in attendance: **Dave Adams** (alternate for Gary Hallin), Port of Oakland; **Tom Wilson** (alternate for Ronald Kennedy), Port of Richmond; **Todd Covini** (alternate for Stuart McRobbie), SeaRiver Maritime; **Marc Bayer** (alternate for Brian Dorsch), BP Oil Shipping Co.; **Grant Stewart**, American Ship Management; **Scott Merritt**, Foss Maritime Company; **Gail Skarich**, Sanders Towboat Service; **Gunnar Lundeberg**, Sailors Union of the Pacific; **Larry Teague**, San Francisco Bar Pilots. U. S. Coast Guard representative, **Randy Sharp** and **Robin Shavers** (MSO); OSPR representative, **Barbara Foster**; and NOAA representative **Bruce Hillard**. Also in attendance, more than twenty-five representatives of the interested public.

S. Merritt welcomed those in attendance as Acting Chair in the absence of Chair **L. Korwatch** and Vice Chair **J. Lundstrom**.

COAST GUARD COTP'S REPORT, R. Sharp. (1) COTP H. Henderson is meeting with the press regarding the recent oil spill. The press release for that meeting was distributed. (2) **R. Sharp** reported on significant cases from the period 9-1-98 to 9-30-98. Written reports of port operations statistics for pollution response and investigations and significant port safety events for the period 9-1-98 to 9-30-98 are made a part of these minutes.

MOTION by **G. Lundeberg**, seconded by **M. Bayer** to "accept the minutes of the previous meeting as written." Motion passed without objection.

CLEARINGHOUSE REPORT, A. Steinbrugge. (1) A written report with statistics for the month of September and year-to-date is made a part of these minutes. (2) There were two occasions to report violations to OSPR in September. Both were technical violations in that no escort was required.

OSPR REPORT, B. Foster. (1) SB 1644 was signed by the Governor. Effective 1-1-99 all non-tank vessels over 300 gross tons will be required to have an approved oil spill contingency plan. (2) **D. Adams**, alternate member representing the Port of Oakland was sworn in.

PORTS AD HOC ADVISORY COMMITTEE, T. Hunter. There are no problems with the system. New equipment has been installed in Oakland. The Ports of Stockton and Sacramento may be added to the system. Thousands of calls to access PORTS information are being received monthly, and the numbers are still increasing.

Jerry Olmes, USCG Bridge Section, reported on the SF Bay Vessel Traffic Management website, developed by USCG R&D Center and distributed a descriptive hand-out. The website is unique to the SF Bay Area. It provides information to assist vessels transit past the region's major toll bridges, including detailed information on bridge construction projects that have an impact on navigation. The site also provided information contained in the Coast Guard's *Local Notice to Mariners*. He introduced Cal Trans Resident Engineer **Todd Hoekstra** whose presentation dealt with the Benicia Martinez Bridge Seismic Retrofit. The overall statewide project for bridge construction and earthquake retrofitting will take seven years and cost \$2.6 billion. Four bridges in the Bay Area will be retrofitted and two bridges will be constructed. An additional two bridges in So. California will also be retrofitted as part of this project. The new Benicia Martinez Bridge will go to bid in 1½ years. None of the work to date has been in the navigational channel. The Bridge Section, VTS and MSO are working together to develop a plan. **G. Skarich** complimented the extent of compliant disposal efforts, including concrete, wood and wastewater, in connection with work being done in the vicinity of Sanders' operations. **T. Covini** addressed concerns regarding work that may impact Exxon/Tosco docks and the need for communication. **T. Hoekstra** noted that so far all parties are being included in discussions, the contractor, SeaRiver and Tosco. Communication will become more formalized as the project proceeds.

Lt. J. G. Robin Shavers, USCG Y2K Project Officer, presented information on what the Y2K problem is and what is being done. A USCG-sponsored West Coast Conference on Y2K issues will be held in Portland, Oregon on 10-20-98. It was noted that at a recent conference Chevron representatives reported that similar problems will be associated with the date 9-9-99, which is the code in some systems for 'delete' or 'sign-off'. **Cmdr. Ken Prime**, USCG, Washington, DC stated that VTS SF is totally Y2K compliant, but individuals will need to test their own communications equipment. There are Y2K compliance issues in Valdez, Alaska.

TUG ESCORT SUB-COMMITTEE, T. Hunter for J. Lundstrom. The committee has had an organizational meeting and is in the process of reviewing regulations for elements that may be missing. The deadline for completion of the review and submission of any resultant recommendations is the end of the year. No major changes are anticipated. The next meeting is scheduled for 10-21-98 to look at the tug-to-tanker matching criteria and any new federal regulations or USCG actions.

HUMAN FACTORS SUB-COMMITTEE, S. Merritt. This sub-committee will absorb the Prevention Through People group. The intent is to have a broad-based membership representing tugs, labor, shipping companies, etc. **G. Lundeberg** volunteered to join the group. **M. Reasoner** reported that the Human Factors Work Group is working on developing a hand-out for recreational boaters, and perhaps shipping companies, that will provide a glossary of terms commonly used in VTS communications. The next meeting is scheduled for 10-28-98 and the pamphlet should be in draft form by that time.

NAVIGATION SUB-COMMITTEE. L. Teague, Chair, reported that he is looking for volunteers from a cross section of the maritime industry as well as suggestions for topics the group should focus on. Volunteers for membership or anyone with ideas should contact the MX. **Mary McMillan,** Westar Marine Services, suggested the group address communications at the Brazos Railroad Bridge on the Napa River. Westar will move fifty pipe barges and there is currently no system for radio communications with the drawbridge operator. Attempts to deal with the railroad have been unsuccessful. **J. Olmes,** reported that the railroad, California Northwest Pacific, has had financial problems. The federal government recently approved efforts to get them back on their feet by the end of the year. **J. Olmes** will work with Westar to address the problem. **T. Hunter** noted that the removal of underwater rocks in the bay will be included in work of the Navigation Work Group. **J. Lundstrom** will continue on to completion with this aspect of the sub-committee's work.

HARBOR SAFETY PLAN REVIEW, S. Merritt for J. Lundstrom. Memo from **J. Lundstrom** regarding a proposed amendment to Recommendation XIV-1, Underkeel Clearances, was distributed. As noted at the previous meeting, the approved plan does not correctly define underkeel clearance. The proposed language "Underkeel clearance is the minimum clearance between the deepest point on the vessel and the bottom of the channel or intended transit route." Would be consistent with proposed Coast Guard rule making on underkeel clearances. MOTION by **G. Skarich,** seconded by **T. Wilson** that "the proposed language be adopted as a recommendation." **M. Bayer** stated that the proposed language is not just a definition but for planning purposes and suggested that "at the intended time of transit" be added. **D. Adams** asked whose datum for bottom of the channel would be used. He recommended the U. S. Army Corps of Engineers' hydrographic surveys should be used for navigational purposes. **S. Merritt** suggested that, in conformance with CFR 33.157, "conforming depth of channel" would be appropriate. **Russ Nyborg,** San Francisco Bar Pilots, stated that "or intended transit route" should not be included in the definition of underkeel clearance. The definition should be from the "bottom of the vessel to the hard bottom of the channel" or "the bottom of the waterway". Discussion of the difference between establishing a definition (a snapshot in time) and accepting a planning standard. **D. Adams** noted that the proposed language would result in compliance

issues. The definition of underkeel clearance must be datum based because there may be penalties incurred. The Chair stated that changing the intent of the recommendation in the plan, versus correcting an error in language, is something that cannot be done at this meeting. The issue was referred by the Chair to the Navigation Sub-Committee. **G. Skarich** withdrew her original motion, with the concurrence of the second.

Cmdr. Danny Ellis, VTS, reported that several contractors associated with the Benicia Martinez Bridge project have visited VTS for a tour and background.

UNFINISHED BUSINESS: None.

NEW BUSINESS: (1) **G. Lundeberg** reported that the USCG will be conducting a hearing on marine licensing and documentation in New Orleans later this month regarding the feasibility of privatization. The Sailors Union of the Pacific is opposed to privatization. It would put the burden on mariners to pay for private schools and result in the diminution of standards. The current Coast Guard system works well. (2) **G. Skarich** reported on an article from yesterday's newspaper regarding the fact that this is the first area which will be monitored for invasive species and where there will be a requirement for a contingency plan for ballast water. **John McLaurin**, Pacific Merchant Shipping Association, noted that the California Regional Quality Control Board has declared SF Bay an impaired area. The Assembly Select Committee for Coastal Protection, chaired by **Assemblyman Ted Lempert** met at Coast Guard Island yesterday. They are looking to the prohibition of ballast water discharge in Bay Area waters or to discharge at an on-shore facility. There is the potential for California being way ahead of any national or international action on this issue. While it was the consensus of HSC members that the ballast water issue does not fall within the scope of the HSC mandate, it would be nice to get reports on the issue at six month intervals. **B. Hillard** stated that he will make a report out of NOAA's Seattle office on the status of the aquatic species nuisance issue available at the next HSC meeting.

B. Hillard reported on yesterday's visit by Deputy Secretary of Commerce **Robert Mallett** to see the NOAA SF Bay Project. He had an opportunity to meet with various partners in the project and see PORTS and electronic charting technology first hand while touring the bay and Oakland estuary on a pilot boat. **B. Hillard** expressed thanks to all the partners for their participation and to the San Francisco Bar Pilots for hosting the meetings and providing the pilot boat.

B. Hillard reported on the status of NOAA charting efforts. Print-on-demand nautical charts from the Coast Survey will be available in the future. Test evaluations of the program are slated for Florida,


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New York, Alaska and San Francisco, California. Plans are to designate **B. Hillard** as regional rep for the Coast Survey. At the end of October he will tour headquarters in Silver Springs, MD to walk through every step of the chart making process and will report at the next HSC meeting. He will be looking for twenty-three volunteer test subjects to look at two charts for SF Bay and Carquinez Strait and answer questions. This group should include commercial users, pilots, MSO and active chart agents. 3M Corporation is a partner in the R&D and will have a printing station. Charts will be ordered from the web or a vendor and the order will be shipped Federal Express for next day delivery. This program will implement up-to-date data from *Local Notice to Mariners*. **B. Hillard** will work with **L. Teague** to identify a broad based participant test group. When electronic nautical charts become the norm, raster differential charting will become available. An informal meeting is scheduled for 10-23-98 with NOAA partners to discuss GPS projects. A prototype large scale chart of the Port of Oakland may be presented at that meeting. To participate in the chart review test evaluations, contact **B. Hillard** or **L. Teague**.

The next HSC meeting is scheduled for 11-12-98 at 10:00 at the Port of San Francisco.

MOTION to adjourn by **G. Lundeberg**, seconded by **L. Teague**. Meeting adjourned without objection at 11:25.

Submitted by:


T. Hunter
Secretariat

USCG MARINE SAFETY OFFICE San Francisco BAY

PORT OPERATIONS STATISTICS

FOR 01 to 30 September 1998

PORT SAFETY:	MSO	MSD	TOTAL
1. Total Port Safety cases open for period:	25	6	31
2. SOLAS Interventions:	1	0	0
3. Number of vessels requesting/granted Letters of Deviation to enter Bay: Cases include: Inop Radar (2)	2/2	0/0	2/2
4. Propulsion Casualties	4	0	4
5. Steering Casualties:	2	0	2
6. Collisions/Allisions:	3/0	0/0	3/0
7. Groundings:	0	0	0

POLLUTION RESPONSE:

	MSO	MSD	TOTAL
1. Total oil pollution incidents within MSO SFB AOR:	13	9	22
2. Penalty Action:			
Civil Penalty Action (Marine Violation)		0	0
Civil Penalty Action, Ticket Issued (Notice of Violation)	0	0	0
Letter of Warning	1	1	2
No Penalty Action (e.g. no RP found)	12	7	19
3. Discharges of Oil from:			
Deep Draft Vessels	2	0	2
Facilities (includes all non-vessel)	2	0	2
Military/Public Vessels	0	0	0
Commercial Fishing Vessels	2	0	2
Other Commercial Vessels	3	0	3
Non-Commercial Vessels (e.g. pleasure craft)	4	2	6
Unknown Source	2	4	6
4. Cases Requiring Cleanup	4	2	6
5. Federal Fund Cases (OSLTF/CERCLA)	3	0	3
6. Hazardous Material Releases	0	0	0
7. Cases requiring Pollution Reports (POLREPS)	4	0	4

Significant Cases:

28 Sep: MYSTERY SPILL SOUTHERN TRAFFIC LANES OFF SAN FRANCISCO – Black oil and brown mousse streamers 1-2 NM wide with approximately 10 NM Miles long and 10 feet wide was located 15 NM offshore between positions 37° 39.7'N, 122° 43.7'W and 37°.35.9N, 122° 43.4W. Incident Command System immediately activated at the MSO to involve California Fish and Game, OSPR, and local agencies. Aggressive offshore operations began at first light. Oil recovery conducted with OSRV and skimmers working in tandem W/WPB and helo spotting. Sparse patches of tar balls, approximately 2 to 8 feet in diameter with sporadic light sheens were located 9 NM West of Half Moon Bay, CA. Skimmers extremely effective with approximately 30 barrels Oil/Tar Balls recovered. Projected shoreline impact: tarballs from north of Half Moon Bay to Ano Nuevo. Three of the most sensitive sites boomed. Thousands of rafted birds were in vicinity of spill. Area Murrelets, Shearwaters, Brown Pelicans, Mures, Humpback whales, Dolphins, and Porpoises at risk from oil exposure. Extremely high media interest with over 30 television and radio interviews to include international coverage, and multiple print media inquiries to date. Thorough investigation to identify source. Oil recovery operations continued as of 30 SEP 98.

14 SEP: A 36-ft Salmon trawler at Albion River Fish Dock (Noyo River) was reported sunk at moorings by waterfront personnel. Diesel fuel film and sheen was emanating from aft area of vessel and spreading downriver. The amount of fuel onboard was unknown. CG opened the OSLTF and hired a contractor to removed remaining fuel and clean up the spill. The case remains under investigation.

24 Sep – T/S COMMAND while fueling from barge FOSS OILER discharged less than 1 bbl of intermediate bunker fuel oil in Anchorage Nine. Oil released from a six inch horizontal fracture along a starboard fuel tank. The fracture was discovered during bunkering operations. The fracture was temporarily plugged and patched and the remaining fuel transferred from the damaged tank preventing any additional discharge. The CG accessed the OSLTF for assessment of the spill. Foss Maritime initiated on water recovery/booming operations. The Owners/Operators of the T/S COMMAND hired Foss Environmental, Clean Bay and Pacific Link Environmental to continue the clean up. Coast Guard overflight indicated light sheen in area of spill. No recoverable oil sighted during air and on-water observations. A COTP order was issued to the vessel to repair the fracture in accordance with class instructions. The case is under investigation.

29 Aug – 30 SEP contract removal of oil/water mixture in Ferry FRESNO bilge continued Vessel had resumed taking on water at slow rate w/ approx 5 gpm of water entering hull through perforation identified 18SEP. Hull was patched and 50k gal of oil/water mixture was removed from vessel bilge. Inventory of liquid in bilges completed by surveyor. Oil/HAZMAT in fixed vessel tanks was removed but amount not confirmed yet with contractor.

Marine Casualty Cases:

2 Sep – Group SF reported F/V ALECIA DAWN (US) and S/V SEA SQUIRT (US) collision 1.8 NM of Cypress Point. F/V PT. SUR CLIPPER and NEW HOLIDAY were o/s within minutes. No injuries were reported. Both Vessels moored safely at Monterey Harbor.

4 Sep – M/V HANJIN TOKYO (PN), inbound for the Oakland Berth 37, collided with S/V LIGHT BRIGADE. The sailing vessel lost control while participating in a sailing regatta by the Presidio Shoal. No injuries or damage to the vessels were reported. The case is closed.

5 Sep – M/V SHIRAOI MARU (PN) reported an inoperable 3 cm radar. The vessel received a Letter of Deficiency requiring the vessel to make permanent repairs prior to returning to a US port. The case is closed.

6 Sep – M/V FLORAL LAKE (PN) did not possess the proper charts for transit to Stockton. A COTP order was issued requiring documentation to demonstrate that the required charts were purchased and corrected before transit. The COTP order was subsequently rescinded. The case is closed.

11 Sep – M/V NITA M (VC) reported an inoperative port anchor. A COTP order was issued requiring that the vessel proceed under continuous tug escort while transiting within the bay and make permanent repairs before departure.

The COTP order was subsequently rescinded. The case is closed.

18 Sep – M/V MARIN SUNSHINE (US) with Barge MARIN NOONER lost steering and generator off Port Costa near Benicia. The Barge MARIN NOONER had 15,000 barrels of gas oil on board. Tugs of opportunity responded. A COTP order was issued, and subsequently rescinded. The case is closed.

19 Sep – M/V CAPE FEAR (US) collided with the M/V CONTESSA, while the M/V CONTESSA was anchored in the channel. Damage to the vessel is estimated at \$600.00. No injuries were reported. The case is under investigation.

21 Sep – M/V HANJIN BERLIN (KS) reported problems with its air starting system. A COTP order was issued and subsequently rescinded. The case is closed.

21 Sep – M/V GOLDEN ARROW (PN) reported an inoperable 3 cm radar. A Letter of Deficiency was issued. During the Port State Control Boarding it was discovered that the vessel lacked currently corrected charts and failed to provide oil transfer procedures as mandated by 33 CFR. A COTP order was issued. The case is under investigation.

21 Sep – M/V SUPCHADA NAREE (TH) failed to comply with STCW regulations. A COTP order was issued and subsequently rescinded. The case is closed.

26 Sep – T/V CHESAPEAKE lost propulsion at the entrance to San Francisco Bay. A COTP order was issued. The case is under investigation.

29 Sep – M/V REAL MCCOY (US) State of California vehicle ferry reported a propulsion casualty. The vessel made necessary repairs. The case is closed.

San Francisco Bay Clearinghouse Report For September 1998

San Francisco Bay Region Totals

Tanker arrivals to San Francisco Bay	63
Tank ship movements & escorted barge movements	336
Tank ship movements	212
Escorted tank ship movements	88
Unescorted tank ship movements	124
Tank barge movements	90
Escorted tank barge movements	32
Unescorted tank barge movements	58

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	145		287		2		132		566	
Unescorted movements	94	64.83%	174	60.63%	2	100.00%	72	54.55%	342	60.42%
Tank ships	70	48.28%	121	42.16%	2	100.00%	48	36.36%	241	42.58%
Tank barges	24	16.55%	53	18.47%	0	0.00%	24	18.18%	101	17.84%
Escorted movements	51	35.17%	113	39.37%	0	0.00%	60	45.45%	224	39.58%
Tank ships	27	18.62%	83	28.92%	0	0.00%	45	34.09%	155	27.39%
Tank barges	24	16.55%	30	10.45%	0	0.00%	15	11.36%	69	12.19%

- 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	547
Tank ship movements & escorted barge movements	2,906
Tank ship movements	1,974
Escorted tank ship movements	861
Unescorted tank ship movements	1,113
Tank barge movements	932
Escorted tank barge movements	434
Unescorted tank barge movements	498

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	1,494		2,640		11		1,352		5,497	
Unescorted movements	798	53.41%	1,549	58.67%	11	100.00%	699	51.70%	3,057	55.61%
Tank ships	592	39.63%	1,075	40.72%	4	36.36%	451	33.36%	2,122	38.60%
Tank barges	206	13.79%	474	17.95%	7	63.64%	248	18.34%	935	17.01%
Escorted movements	696	46.59%	1,091	41.33%	0	0.00%	653	48.30%	2,440	44.39%
Tank ships	473	31.66%	778	29.47%	0	0.00%	451	33.36%	1,702	30.96%
Tank barges	223	14.93%	313	11.86%	0	0.00%	202	14.94%	738	13.43%

Notes:

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