MINUTES
HARBOR SAFETY COMMITTEE OF THE SAN FRANCISCO BAY REGION
10:00 a.m., Thursday, November 14, 1996
Port of San Francisco, World Trade Center #3100, San Francisco, CA

1. The public meeting was called to order by Vice Chair, Joan Lundstrom, San Francisco Bay Conservation and Development Commission, at 10:10. The following committee members or alternates were in attendance: Alexander Krygsman, Port of Stockton; Geoff Landon (alternate for Maurice Croce), Chevron Shipping; John Gosling, Matson Navigation Company; Michael Nerney, Inchcape Williams-Dimond; Gunnar Lundeberg, Sailors Union of the Pacific; Scott Merritt, Foss Maritime; Gail Skarich (alternate for Mary McMillan), Sanders Towboat Service; James Shanower (alternate for Arthur Thomas), San Francisco Bar Pilots. U. S. Coast Guard representatives, Capt. D. P. Montoro (MSO) and Cmdr. Dennis Sobeck (VTS); U. S. Navy representative, Robert Mattson; and OSPR representatives, Bud Leland and Marian Ashe. Also in attendance, more than thirty representatives of the interested public.

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

3. **MINUTES OF PREVIOUS MEETING.** Minutes of the meeting held 9-12-96 were approved without objection. Minutes of the meeting of 10-10-96, where a quorum was not present, were accepted for the record without objection

4. In opening remarks, the Chair noted that the focus of this meeting will be reports from the USCG, NOAA and OSPR regarding the oil spill that occurred two weeks ago. On 11-12-96, 100 people attended a public meeting to discuss the spill. Prevention was recognized to be the greatest priority. This HSC has been tasked with addressing safe navigation and operational concerns. The Chair stated that the following three issues should be looked at in this context: (1) The PORTS demonstration project has been successful and on-going funding should be a concern. (2) The danger from underwater rocks off Alcatraz should be re-addressed. J. Lundstrom called the U. S. Army Corps of Engineers regarding the study to be conducted as a follow-up to the rock removal study of 1994. This study has been funded effective 1-1-97 and will take four or five months to complete. A report is expected in June, 1997. The study will look at the composition of the rocks, engineering options for lowering them, a more definitive cost analysis and environmental issues. The HSC should agenda a discussion of the underwater rocks for June when this study is available. (3) Tug escorting. OSPR will report on the status of the regulatory package today. This HSC went on record a year and a half ago recommending a further review of waterway specific conditions.

5. **COAST GUARD COTP'S REPORT**, D. Montoro. (1) Written reports of pollution statistics and significant port safety events for the period 10-1-96 through 10-31-96 are made a part of these minutes. There were eight SOLAS interventions during the period, mostly focusing on the human element—crew training and performance is an integral parat of marine safety. On 11-8-96 the SFBP reported a problem with the bridge tender lowering the SPRR Bridge while the vessel was transiting on the previous day. The incident is under investigation by the USCG MSO and Bridge Section. (2) The COTP reported in depth, with a slide presentation, on the most significant event

during that period, the oil spill from the vessel CAPE MOHICAN, dry docked at San Francisco Dry Dock, outlining the Incident Command System and containment and assessment strategies. The spill was reported at 1530 hours on 10-28-96. B. Leland was assigned as State Incident Commander. San Francisco Dry Dock assumed financial responsibility for the clean-up effort. Approximately 2300 barrels of oil was discharged. The majority of it was contained on the drydock, but a significant amount entered the bay in the immediate area of the spill. Several clean-up contractors were contacted to respond to the spill. Teams are still out working with land trustees to establish "how clean is clean". The unified command of state and federal representatives working as a team was successful, working as they did in a like-drill held in Concord, CA in 1995. The impact of the storm, which came in with 40 kt. winds and rain, caused the oil to escape the booms that had been set up at the drydock to contain the oil in the water. The spread of product could not be contained under these conditions. In the future sites for booming efforts will be prioritized based on the vulnerability of specific areas. D. Montoro noted that there was high interest in the clean-up from the SF community, however, in order to participate in a clean-up effort, volunteers must first have hazardous waster training. To date, the clean-up effort has cost $8 million. (3) D. Montoro opened the floor for questions. G. Lundeberg referred to the human element on foreign vessels as critical to safety concerns and asked that the HSC be advised on this issue in connection with SOLAS interventions. D. Montoro responded that a report is being written. It is expected that this report can be on the agenda for the March meeting of the HSC. He was asked if the USCG will monitor foreign and U. S. ship crews proficiency in fire and emergency drills in connection with tug escorting. J. Lundstrom asked if, prior to arrival, operators will be notified to have crews available in compliance with the escort regulations. D. Montoro responded that the regulations are state, not federal, and as such the USCG can not enforce them. He added that the problems are predominately with the bulk carriers, not the tanker crews. G. Lundeberg asked if the foreign crews are going to be as rigorously trained and regulated as the U. S. merchant marine. J. Lundstrom recommended that the issue of crew training be on the agenda for January. The question was asked—Does, or will, the USCG make recommendations regarding prevention of similar incidents (as the spill)? D. Montoro responded that there will be a "lessons learned" report completed in about three months and the HSC will hear it. The question was asked—Did the computer generated model track movement of the oil the same as the Bay Model at Sausalito? D. Montoro responded that the Bay Model doesn't have winds. Captain Tom Richards added that the convergent zones predicted by the computer generated model did accurately track the spill for the clean-up boats. He will speak to this further during the PORTS Sub-Committee Report.

6. **CLEARINGHOUSE REPORT**, A. Steinbrugge. (1) Statistical reports for the month of October and year-to-date are made a part of these minutes. (2) There were no occasions to report regulated transits that did not check in with the Clearing House during October.

7. **OSPR REPORT,** B. Leland. (1) While the CAPE MOHICAN incident was small, it brought home what oil does to the environment and how importantant prevention is. The San Francisco Bay Area, with its old docks and biologically sensitive areas, provides a tough environment in which to address a spill and the clean-up effort. This is a very difficult place to catch a spill. The value of bird clean-up activities will be reviewed as a result of information regarding the long term success of this work in keeping the animals alive. (2) M. Aske reported the tug escort regulations are final, having been filed with the Secretary of State last Friday. There were no substantive

changes as a result of OAL review. The regulations in cleaned-up form will be published and available to the public within the next thirty. The Marine Exchange will receive a copy within the next week.

8. **PORTS SUB-COMMITTEE**, T. Richards. (1) T. Richards reported on the PORTS demonstration project and the success of the current pattern analysis for oil spill response in connection with the recent spill. A written report is made a part of these minutes. NOAA's scientific staff was available to advise the command center. Predicting where the tide lines will be allows the clean-up effort to be focused where it is needed. Extremely good predictions were provided in response to the need created by the CAPE MOHICAN incident. The wind shift predicted by the Weather Service didn't happen as was reported by the real-time wind sensors and the clean-up effort was modified in light of this timely information. He added that NOAA may be able to help with defining the most environmentally sensitive areas by digitizing data from analog maps to digital files. (2) A repair crew will be in Oakland on Monday to install ADCP equipment.

9. **PLAN SUB-COMMITTEE**, J. Lundstrom. At either the December or January meeting the HSC should talk about where to focus attention in the coming year.

10. **UNFINISHED BUSINESS:** None.

11. **NEW BUSINESS:** None.

12. **NEXT MEETING.** The next meeting will be held at the Port of Richmond on 12-12-96 at 10:00.

13. James Faber, former Port of Richmond representative, introduced his replacement, Ron Kennedy. R. Kennedy, the new Operations Manager for the Port of Richmond, was Director of Port Operations for the Port of Los Angeles for thirty years. He was a member of the LA/LB HSC from its inception.

14. MOTION to adjourn by A. Krygsman, seconded by G. Skarich. Meeting adjourned at 11:15 without objection.

Respectfully submitted,

Terry Hunter

Terry Hunter
Executive Secretary

SIGNIFICANT PORT SAFETY EVENTS

FOR PERIOD October 10 to November 14 1996

1. Total Port Safety cases open for period. 26
   Cases include:
   - Bridge Casualties (all minor delta bridges)
   - SIV Arrival/Departures
   - Marine Construction
   - Marine Events
   - Explosive Anchorage Activation

2. SOLAS Interventions/COTP Orders 8/8

3. Number of vessels requesting/granted Letters of Deviation to enter Bay 3/3
   Cases include:
   - 3 Inop Radar

4. Propulsion/Steering Casualties 3/2
   - All cases involved either faulty pumps, valves, or turbochargers, causing reduced RPMs or intermittent/faulty steering.

5. Deadship tow (M/V Glomar Explorer, interior being stripped prior to yard work in Portland, OR and then drilling ops in Gulf) 1

6. Vessel Fires 2

Significant Cases (chronological):

TORPEDO: On October 24th, the 68 foot F/V Golden Dolphin was trawling 20nm SW of Pillar Point in a charted submarine target practice area when it brought on board an unexploded torpedo. Coast Guard Pacific Area Command Center notified the MSO. The MSO assisted in locating a Naval Weapons Station EOD team and coordinated their transport by Coast Guard Helo to the F/V. Once on scene, the torpedo was classified as a 831 pound 1941 World War II torpedo with active explosives. The EOD team determined that detonation was not feasible. The MSO then aided in locating a western 1000 fathom site outside of the National Marine Sanctuary where the torpedo was disposed of.

LOSS OF POWER: On October 25th, the Carnival Cruise ship TROPICALE (flag PN, 35K GT, 177m) was departing San Francisco Dry Dock enroute to Los Angeles. While outbound NE of Alcatraz, the master reported to VTS that the vessel was not under command. No passengers were onboard. The vessel, already with tug assists, was stabilized and then towed to anchorage 7. A COTP order was issued ordering the vessel not to depart the port pending our approval of proper repairs. A Lloyd's surveyor reported the vessel had air in the fuel oil system. The line was purged and the engines tested and found satisfactory. The COTP order was rescinded and the M/V TROPICALE departed port for a scheduled CVE in Los Angeles prior to departure for Mexico.

REGULATIONS CHANGE: On October 25th, new Advance Notice of Arrival, Departure, and Certain Dangerous Cargoes became effective (33 CFR Part 160). The important changes require vessel greater than 300 gross tons to abide by the regulations (previously it was applicable for vessels greater than 1600 GT). New required notification information includes (1) the name of vessel's register owner, (2) the name of vessel's operator, (3) the name of vessel's classification society, and (4) a 24 hour POC and telephone number. (MSO newsletter article to follow).

SECURITY ZONE: On Halloween October 31, the President of the United States arrived for a political rally at Jack London Square. A COTP Security Zone was established on the Oakland Inner Harbor at Jack London Square from 1500 to 2000 to control vessel traffic during the event. The President safely departed the area and was subsequently reelected.

BRIDGE MISHAP: On Friday November 8th, the SF Bar Pilots (CAPT Spry) reported problems with the SPRR bridge. On Thrusday November 7th the T/V GOLDEN GATE was up bound and making continual contact with the SPRR bridge tender for the vessel's passage. At approximately 2230 when in sight of the bridge, the pilot sighted the lift span closing and ordered an all stop on a flood tide. The bridge operator was contacted and he claimed he thought the vessel had already passed. The span was lifted and the vessel proceeded without further incident. The case is under investigation by the MSO and CG Bridge Section.

VESSEL FIRE: On November 11th the ferry SAN FRANCISCO was enroute to San Francisco with 262 POB, when at 0805 the vessel experience an engine room fire underway near Blossom Rock. The vessel safely moored at the San Francisco Ferry terminal where they were met by the San Francisco Fire Department. No passengers were injured but 2 crew members were treated for smoke inhalation. The cause of the fire is under investigation by the MSO. The fire appears to be caused by a blown MDE head gasket which leaked oil on the turbo charger exhaust, igniting the oil and a paper fresh air filter.

POLLUTION STATISTICS

FOR PERIOD 01OCT96 - 31OCT96

		MSO	MSD	TOTAL
1.)	Total reported/investigated pollution incidents within MSO SF BAY AOR:	32	4	32
	Civil Penalty Action	9	2	11
	Spill, No Source	5	0	5
	Spill, No Action Taken	3	0	3
	No Spill, Potential Only	5	1	6
	No Spill, Unconfirmed Report	10	1	11
	EPA Zone Reports	0	0	0
2.)	Discharges of Oil from:			
	Deep Draft Vessels	0	0	0
	Oil Transfer Facilities	1	0	1
	Military Vessels/Facilities	1	0	1
3.)	Federalized Cleanups	1	0	1
4.)	Non-Federal Cleanups	4	0	4
5.)	Hazardous Material Releases	0	0	0
6.)	Cases requiring polreps	2	0	2
7.)	Tickets Issued	5	1	6

Significant Cases:

On 28OCT96, the M/V CAPE MOHICAN discharged approximately 2300 barrels of IFO 180 onto a drydock located at San Francisco Drydock Facility at Pier 70. The majority of the oil was contained on the drydock but a significant quantity entered the navigable waterway in the immediate vicinity of the drydock. Several clean-up contractors responded to the oil spill, including Clean Bay, Foss Environmental, Zaccor Environmental, Smith Environmental, Erickson, Inc., ACTI, MSRC, OMI, and OOPS. The case is on going.

San Francisco Bay Clearinghouse Report For October 1996

San Francisco Bay Region Totals

Tanker arrivals to San Francisco Bay	60	
Tank ship movements & escorted barge movements	264	
Tank ship movements	221	
Escorted tank ship movements	105	39.77%
Escorted barge movements	43	16.29%
Unregulated tank ship movements	116	43.94%

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 (all tank ships & escorted barges)	157		251		0		130		538	
Unregulated tank ships	63	40.13%	109	43.43%	0	0.00%	48	36.92%	220	40.89%
Escorted movements	94	59.87%	142	56.57%	0	0.00%	82	63.08%	318	59.11%
Escorted tank ships	62	39.49%	102	40.64%	0	0.00%	56	43.08%	220	40.89%
Escorted barges	32	20.38%	40	15.94%	0	0.00%	26	20.00%	98	18.22%

Notes:
1. The only barges recorded are escorted barges.
2. Information is only noted for zones where escorts are required.
3. All percentages are percent of total movements for the zone. Unregulated tank ships & escorted movements equal 100% of zone movements.
4. Escorted tank ships & escorted barges equals escorted movements for the zone.
5. Every movement is counted in each zone transited during the movement.
6. Unregulated tank ships are vessels which did not check in with the Clearinghouse. These vessels are presumed to have less than 5,000 LT of regulated cargo or unregulated cargo on board.

San Francisco Bay Clearinghouse Report For 1996

San Francisco Bay Region Totals

Tanker arrivals to San Francisco Bay	705	
Tank ship movements & escorted barge movements	3,046	
Tank ship movements	2,545	
Escorted tank ship movements	1,265	41.53%
Escorted barge movements	501	16.45%
Unregulated tank ship movements	1,280	42.02%

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 (all tank ships & escorted barges)	1,707		2,870		0		1,544		6,121	
Unregulated tank ships	706	41.36%	1,240	43.21%	0	0.00%	542	35.10%	2,488	40.65%
Escorted movements	1,001	58.64%	1,630	56.79%	0	0.00%	1,002	64.90%	3,633	59.35%
Escorted tank ships	731	42.82%	1,201	41.85%	0	0.00%	650	42.10%	2,582	42.18%
Escorted barges	270	15.82%	429	14.95%	0	0.00%	352	22.80%	1,051	17.17%

Notes:
1. The only barges recorded are escorted barges.
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3. All percentages are percent of total movements for the zone. Unregulated tank ships & escorted movements equal 100% of zone movements.
4. Escorted tank ships & escorted barges equals escorted movements for the zone.
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San Francisco Bay Demonstration Project

NOS National Ocean Service

To: ~~Manny Aschemeyer~~ Joan Lupo from Tom 11/14/96 TOR ~~11/7/96~~

Fm: Tom Richards Tom

As a part of a partnership program, the National Ocean Serice (NOS) of the National Oceanographic and Atmospheric Administration (NOAA) implemented the San Francisco Bay Demonstration Project. Two components of this program, the Physical Oceanographic Real-Time System (PORTS) and the Current Pattern Analysis for Oil Spill Response Planning (CPA), were instrumental in providing information during the recent oil spill in the Bay area.

Forecasts of the movement of the oil are made regularly during a spill. The accuracy of these forecasts depend on the complexity of the environment and the availability of data. In most spills, the forecasts are continually updated as new information becomes available and actual distribution information is collected; hence, the forecast quickly becomes a hindcast/forecast iteration. Depending on how quickly this information can be assimilated, it can take hours to days for the trajectory forecasts to become optimum. Circulation in the San Francisco Bay and Bight area is quite complex. Because of the real-time availability of current and wind data as well as work done under the CPA, trajectory forecasting during the *Cape Mohican* spill was optimized very quickly.

A fine resolution hydrodynamic model of San Francisco Bay ,developed by the USGS's Water Resources Division (Ralph Cheng), has used the real-time data generated from the PORTS sensors to run the model a number of times, looking for consistent areas of convergences and divergences. Based on this work, done as part of the CPA project prior to the spill, these collection areas were quickly identified. Advanced oil trajectory analysis routines developed by NOAA/HAZMAT were applied to the San Francisco Bay and took advantage of these research and real-time observational programs. Contributions from OSPR facilitated rapid communication channels for data and analysis products to get to response personnel so that scattered information components could focus on solving spill related problems.

Because of partnerships developed since 1995 and products resulting from these partnerships, information crucial to the accurate prediction of oil movement was available during this spill. This was the first spill of this magnitude to take place in this area since the inception of these partnerships. The State of California's Office of Oil Spill Prevention and Response (OSPR), the San Francisco Bar Pilots Association (SFBPA), the Ports of Oakland, Richmond and San Francisco, the Marine Exchange of the San Francisco Bay Region and the Eleventh Coast Guard District all played roles in working with NOAA to ensure that this information was made available to all responding parties. As a result of having these research and operational components in place, trajectory forecasts were improved, valuable information for cleanup decisions was available, and environmental risks were minimized to the extent possible.

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