

# 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, December 10, 1998

Port of Richmond, Harbor Masters Office, Port of Richmond, CA

The public meeting was called to order at 10:05 a.m. by Vice Chair **Joan Lundstrom**. The secretariat confirmed the presence of a quorum. The following committee members or alternates were in attendance: **Gary Hallin**, Port of Oakland; **Ronald Kennedy**, Port of Richmond; **Stuart McRobbie**, SeaRiver Maritime; **Brian Dorsch**, Chevron Shipping Co.; **Grant Stewart**, American Ship Management; **Scott Merritt**, Foss Maritime Company; **Mary McMillan**, Westar Marine Services; **Ray Shipway** (alternate for Gunnar Lundeberg), Master Mates & Pilots; **Margo Brown**, National Boating Federation; **Joan Lundstrom**, Bay Conservation and Development Commission; **Larry Teague**, San Francisco Bar Pilots. U.S. Coast Guard representatives, **Captain Harlan Henderson**, (MSO) and **CDR Danny Ellis** (VTS); **Jay Phelps**, State Lands; and NOAA representative **CDR Bruce Hillard**. Also in attendance, more than fifteen representatives of the interested public.

For the Secretariat, **Alan Steinbrugge** confirmed the presence of a quorum and noted that the HSC was proceeding with business with no state representative in attendance due to **Barbara Foster's** illness.

**J. Lundstrom**, Acting Chair, welcomed those in attendance.

The following corrections were made to the minutes of the November, 1998 meeting: **Grant Stewart** was present and **Brian Dorsch** was not and, under the TES report, the TES will "look at how other states are addressing tug escort issues." P.2, PORTS Ad Hoc Advisory Committee report: The committee is required to submit a report to the Administrator by 4-1-99. TES report: The statutory requirement effective 1-97 was that the tug escort regulations be reviewed in two years, not every two years. In that same report the "should" in the next to the last line is deleted. MOTION by **M. Brown**, seconded by **M. McMillan** to "accept the minutes of the 11-12-98 meeting as edited." Motion passed unanimously.

**COAST GUARD COTP'S REPORT, H. Henderson.** (1) COTP **H. Henderson** reported that there were no SOLAS detentions during the month of November. Since ISM regulations have been in play, effective this summer, there has been only one detention. (2) Written reports of



port operations statistics for pollution response and investigations and significant port safety events for the period 11-1-98 to 11-3-98 are made a part of these minutes. During the same period, there were five propulsion casualties, two on tankers. (3) The Grand Jury has indicted the owner, operator, master and chief engineer of the T/S COMMAND in connection with the recent oil spill off the coast of California. (4) The COTP presented **J. Lundstrom** a Certificate of Merit on behalf of the USCG for her work on the HSC.

**CLEARINGHOUSE REPORT, A. Steinbrugge.** (1) A written report with statistics for the month of November and year-to-date is made a part of these minutes. (2) There were no reported violations to OSPR in November.

**OSPR REPORT.** None in the absence of **B. Foster**.

**PORTS AD HOC ADVISORY COMMITTEE, J. Lundstrom.** (1) The committee has issued an interim report by consultant **Doug Lathrop** which details the users of PORTS and assesses the reliability of the system and the system management. (2) **S. McRobbie** reported, in connection with his work with the Joint Planning Partnership, that the Port of Stockton is interested in adding the port to the PORTS system and is able to provide some funding. The Port of Sacramento is not interested, nor is it able to provide funding. (3) Question: What is the status of adding a wind sensor at the Port of Oakland? **A. Steinbrugge** responded that it will be installed next Tuesday. Oakland will also get a newly upgraded current meter on Monday. Presently, there are no current meters at the Golden Gate. The location is treacherous for deployment. Salinity gauges are being installed in Alameda, Richmond and at Chrissy Field (for the GG Bridge) and then the information provided by them will be incorporated into PORTS, primarily for use by the USGS. (4) Question: What is the problem with receiving data from the Golden Gate? **A. Steinbrugge** responded that a cable snapped. The one in use was the strongest that NOAA could find, the type used by oil rigs. A new deployment method is being sought.

**TUG ESCORT WORK GROUP, J. Lundstrom.** The committee's report, with recommendations, was distributed for review and comment. A copy of the report can be obtained from the MX/CH. Effective 1-1-97, was a legislative mandated provision that the Administrator review the tug escort regulations within two years for any changes in regulation and/or rationale and, in addition, to determine if tug to tanker match formula should be changed. **J. Lundstrom** stated that the committee should assume that the Administrator will give more time to complete this work if it is not completed by the 1-1-99 deadline. The members of the work group were approved by HSC Chair **L. Korwatch**: **J. Lundstrom**, Chair; **M. Brown**, **G.**




**Stewart, H. Henderson** (non-voting) and **D. Ellis** (non-voting). (1) The committee reviewed national and SF Bay statistics for dual and single failures for the years 1995-1996-1997 and found dual failures to be rare. The committee's report includes a thorough analysis of casualties and indicates a rate of dual failures of .0015% and only a portion of that was for laden tankers. There was only one tanker casualty in the SF Bay Area and that was for an escorted tanker that was handled with a tug and anchor. As a result, the committee recommends that the matching formula not be changed. (2) The committee reviewed all sections of the existing tug escort regulations. **J. Lundstrom** went through the recommendations and rationale of the committee, as included in the referenced report. She emphasized that this forum is intended to be an open discussion for review of the recommendations and this is the time to bring forth any comments or questions. The recommendations include: designating the responsibility for checking the stability of tugs to the CH; revision of the requirement for checking in for an unladen tanker; adding a provision that the CH maintain tug escort records for three years; modification of tug testing procedures to reflect what actually happens in practice, i.e., reverse tractors generally work in astern mode; revisions in the manner in which time worked is counted toward certification of tug crews; and inclusion of language designating who confirms compliant certification of tug crews. There were also a number of housekeeping items to delete provisions for action completed or to clarify content. (3) In addition, the committee recommends that the Administrator should propose legislation to require that bulk carriers carrying certain dangerous cargoes in SF Bay be required to have tug escort(s). LA/LB encourages voluntary escort of chemical tankers. The ensuing discussion addressed a number of issues in connection with this recommendation. **G. Stewart** suggested that "bulk carrier" be changed to "chemical tank vessels". It is noted, however, that this definition would not include spent nuclear fuel or ammunition shipments. It was further pointed out that MTBE is not included under CFR or OPA 90 as a dangerous cargo and that "in bulk" needs clarification. **J. Lundstrom** stated that the key issue is: Does the HSC want to take the first step in requiring these types of vessels to be escorted? It is important that the Administrator work with the HSC in proceeding rather than work on his own in Sacramento. It is the intention to address vessels that carry a quantity of a substance that could propose a risk. The recommendation should be broad and include a definitive rationale. **J. Lundstrom** will work with **H. Henderson** to develop recommended language to address the risk and to provide examples. **J. Lundstrom** asked if there were any other proposed changes that should be considered. Question: How can the regulations be modified to address bay moves like Anchorage 23 to Shell or Martinez? **Eric Dohm**, SF Bar Pilots, noted that the recommendations cover this. MOTION by **M. Brown**, seconded by **Larry Teague**, "to approve the work group's recommendations as clarified and amended during discussion to address a recommendation for chemical tankers." The motion was passed



unanimously. **J. Lundstrom** stated that the next step is to forward the report and recommendations to the Administrator by 1-1-99, over the signature of the Chair of the HSC. **J. Lundstrom** thanked all those who worked and participated in the four meetings of the work group.

**PREVENTION THROUGH PEOPLE SUB-COMMITTEE, M. Brown.** (1) Brochures have been completed for the maritime community, primarily recreational and fishing boats, that will provide a glossary of terms commonly used in VTS communications. 2000 copies have been printed by the MSO. (2) The next public meeting of the work group is scheduled for 1-7-99 in Hercules and everyone is invited. (3) **M. Brown** announced that she has been appointed to NAVSAC and will take the underwater rocks issue to that forum, as well as any others this group may suggest.



**NAVIGATION WORK GROUP, L. Teague.** (1) The sub-committee has not met since the last HSC. meeting. The primary goal of the work group will be to work with the COE, NOAA and the pilots on developing a way to get timely soundings distributed to the pilots in a timely manner. (2) A vote on the recommended definition of underkeel clearance, as recommended by the work group, was not included on the agenda for this meeting. It will be on the agenda for the January, 1999 meeting. (*“Underkeel clearance means the minimum clearance between the deepest point on the vessel and the bottom in still water conditions.”*)

**HUMAN FACTORS WORK GROUP, S. Merritt.** This work group will continue the work of the PTP, which will be incorporated into it.

**UNFINISHED BUSINESS:** (1) **J. Lundstrom** reported on the work of the Underwater Rocks Sub-Committee, which includes seven members and three representatives of the COE. The Corps of Engineers' reconnaissance study has been completed. The first stage is to determine if there is enough federal interest to proceed. New in the report is an increased cost to \$65 million. This included the combined lowering of the rocks with the shoal at Alcatraz. These are two separate issues. Lowering the rocks will require an EIR. The shoal northeast of Alcatraz is increasing and reaching a critical state. The COE has agreed to separate out the shoal from the rocks and bring back a divided report. **Rich Smith** of Westar Marine Services, who served on the committee in the past, will chair it from this point. To proceed further, the COE needs a letter of intent that a state agency will sponsor the project. This does not require a commitment of funds. **Assemblyman Ted Lempert** is interested in carrying this to the state legislature, working with **Cathy Miller** of **State Senator George Miller's** office. Future proposals will





break out individual rocks as well as the Alcatraz shoal. New to the consideration of costs is the concept of chipping away the rocks, rather than blasting. The COE will be looking at and considering how much can be saved by averting an oil spill as a new way of looking at cost effectiveness justification. The next meeting of the sub-committee will be in late January or early February. It is important to get the COE more involved in the underwater rocks and dredging issues. (2) **S. McRobbie** reported on the work of the Joint Planning Partnership, a group appointed by the Administrator which includes representatives from the MX, USCG, OSPR and the local maritime industry. The group is proceeding to work under the provisions of a Letter of Agreement to deal with enhancing maritime safety. The JPP is addressing the following issues through sub-committees: Automated Information Systems (AIS); laptop computers with electronic charting for pilots, the co-location of the MX and VTS and PORTS enhancement. The AIS Sub-Committee met yesterday with AIS vendors and technical experts to look at available equipment. The next step is to select a vendor, test their equipment and determine if it meets IMO standards. OSPR will fund equipment acquisition. OSPR will also fund four laptop computers for testing by pilots, beginning at the end of the first quarter or start of the second quarter of 1999. PORTS will be expanded to Stockton. Co-location of the MX and VTS on Yerba Buena Island is being explored. **D. Ellis** reported that, in the last two days, the City of San Francisco has said no to the MX/VTS for the desired building on YBI. A proposal has been submitted for CG Real Property Office, CG Alameda and is in legal review, with an expected reply date of 1-6-99.

**NEW BUSINESS: J. Lundstrom** noted that this is her last HSC meeting as a member. Her seat will be taken by **Rick Cooper** of BCDC.

The next HSC meeting is scheduled for 1-14-99 at 10:00 a.m. in the Port of Oakland Board Room.

MOTION to adjourn by **B. Dorsch** seconded by **L. Teague**. Meeting was adjourned without objection at 11:30 a.m.

Respectfully submitted by:



**Terry Hunter**  
Executive Secretary



# San Francisco Bay Clearinghouse Report For December 1998

## San Francisco Bay Region Totals

Tanker arrivals to San Francisco Bay	55
Tank ship movements & escorted barge movements	308
Tank ship movements	199
Escorted tank ship movements	90
Unescorted tank ship movements	109
Tank barge movements	61
Escorted tank barge movements	29
Unescorted tank barge movements	32

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

<b>Movements by Zone</b>	<b>Zone 1</b>	<b>%</b>	<b>Zone 2</b>	<b>%</b>	<b>Zone 4</b>	<b>%</b>	<b>Zone 6</b>	<b>%</b>	<b>Total</b>	<b>%</b>
Total movements	143		243		0		121		507	
Unescorted movements	75	52.45%	133	54.73%	0	0.00%	67	55.37%	275	54.24%
Tank ships	62	43.36%	105	43.21%	0	0.00%	51	42.15%	218	43.00%
Tank barges	13	9.09%	28	11.52%	0	0.00%	16	13.22%	57	11.24%
Escorted movements	68	47.55%	110	45.27%	0	0.00%	54	44.63%	232	45.76%
Tank ships	49	34.27%	83	34.16%	0	0.00%	43	35.54%	175	34.52%
Tank barges	19	13.29%	27	11.11%	0	0.00%	11	9.09%	57	11.24%

**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	724
Tank ship movements & escorted barge movements	3,748
Tank ship movements	2,578
Escorted tank ship movements	1,128
Unescorted tank ship movements	1,450
Tank barge movements	1,170
Escorted tank barge movements	539
Unescorted tank barge movements	631

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

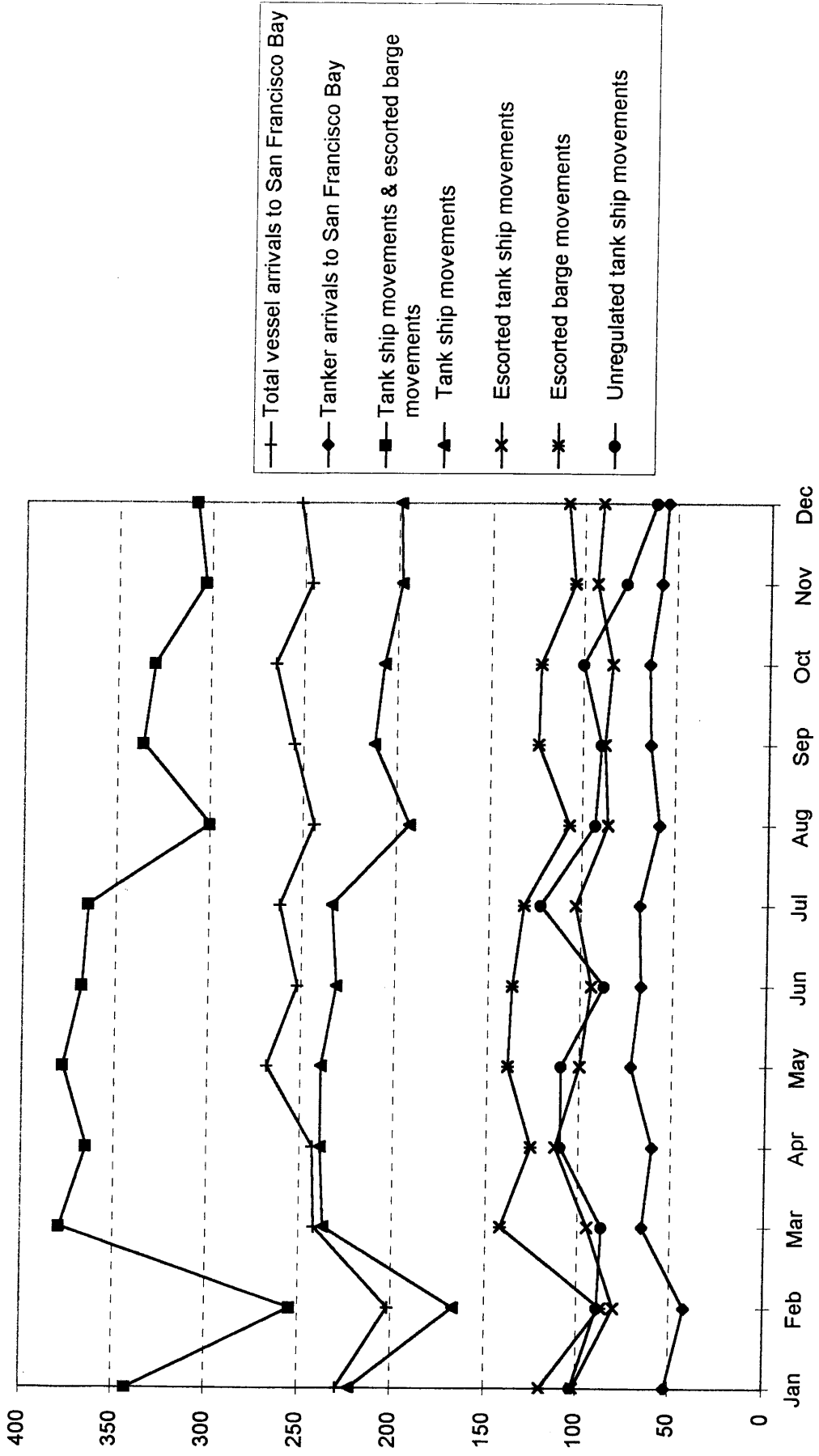
	Zone 1	%	Zone 2	%	Zone 4	%	Zone 6	%	Total	%
Total movements	1,960		3,419		15		1,756		7,150	
Unescorted movements	1,040	53.06%	1,991	58.23%	15	100.00%	915	52.11%	3,961	55.40%
Tank ships	783	39.95%	1,399	40.92%	4	26.67%	597	34.00%	2,783	38.92%
Tank barges	257	13.11%	592	17.32%	11	73.33%	318	18.11%	1,178	16.48%
Escorted movements	920	46.94%	1,428	41.77%	0	0.00%	841	47.89%	3,189	44.60%
Tank ships	630	32.14%	1,025	29.98%	0	0.00%	585	33.31%	2,240	31.33%
Tank barges	290	14.80%	403	11.79%	0	0.00%	256	14.58%	949	13.27%

Notes:

- Information is only noted for zones where escorts are required.
- All percentages are percent of total movements for the zone.
- Every movement is counted in each zone transited during the movement.
- Total movements is the total of all unescorted movements and all escorted movements.



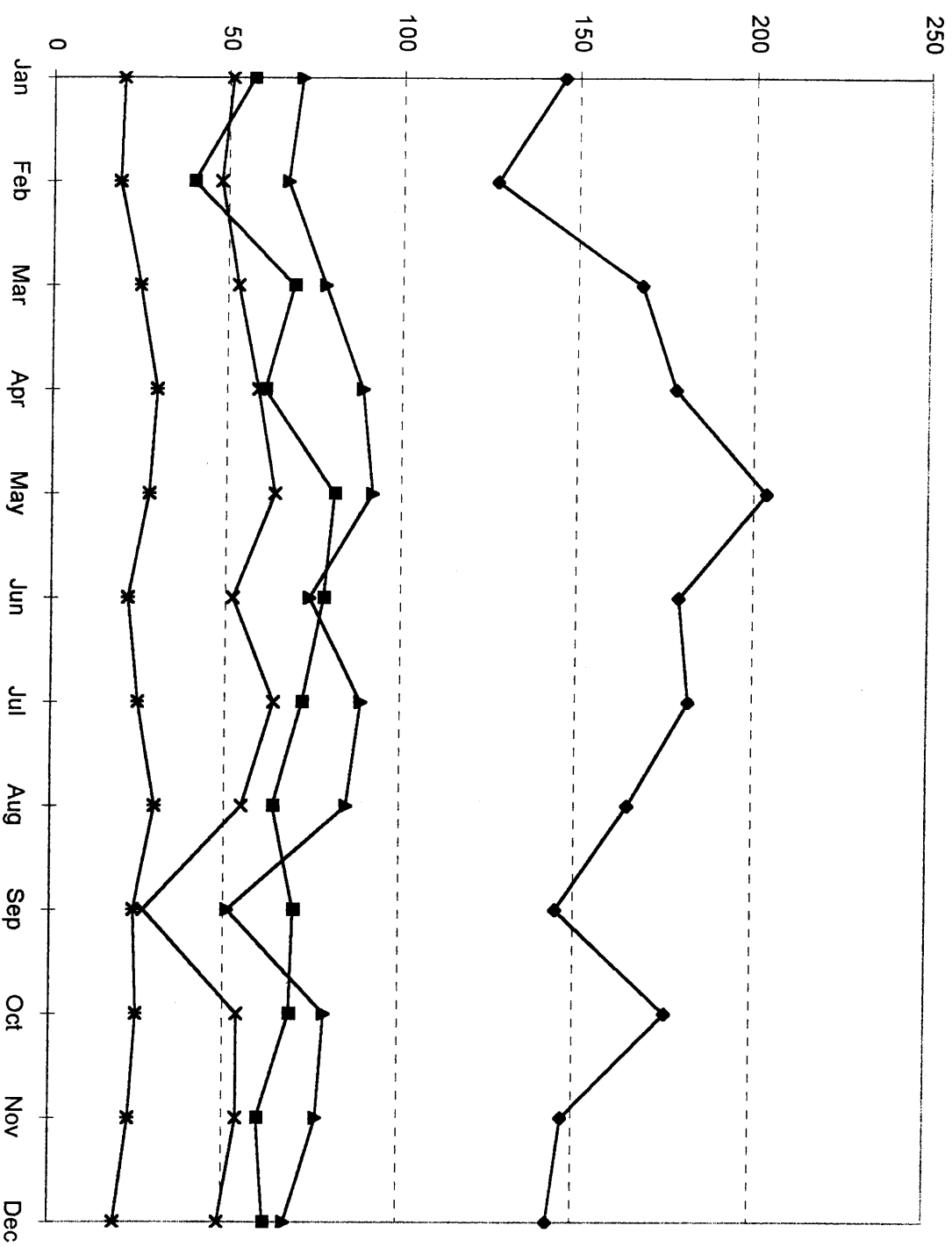
# Total Escort Movements in San Francisco Bay for 1997







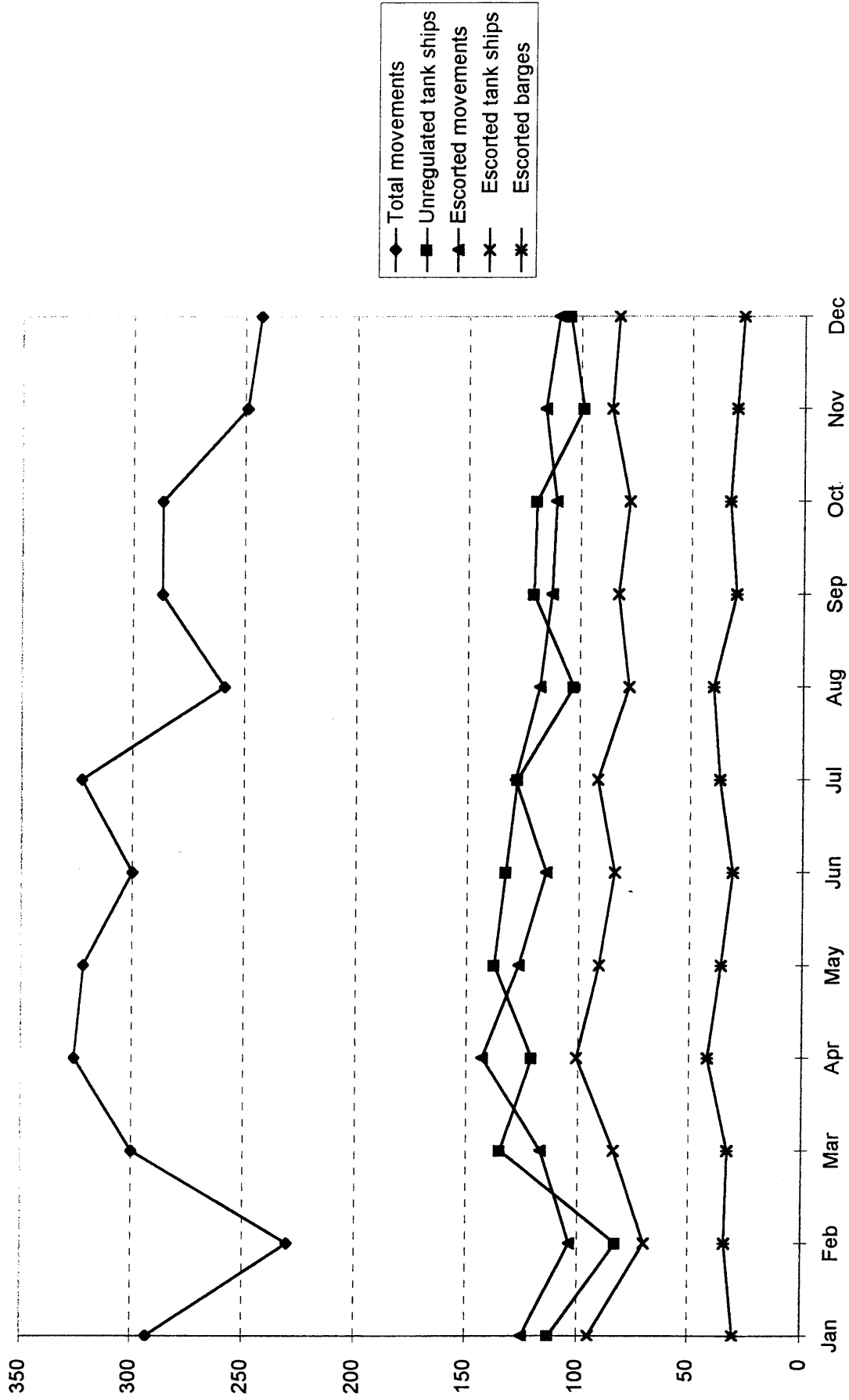
# Zone 1 Totals for 1997



- ◆ Total movements
- Unregulated tank ships
- ▲ Escorted tank ships
- \* Escorted barges

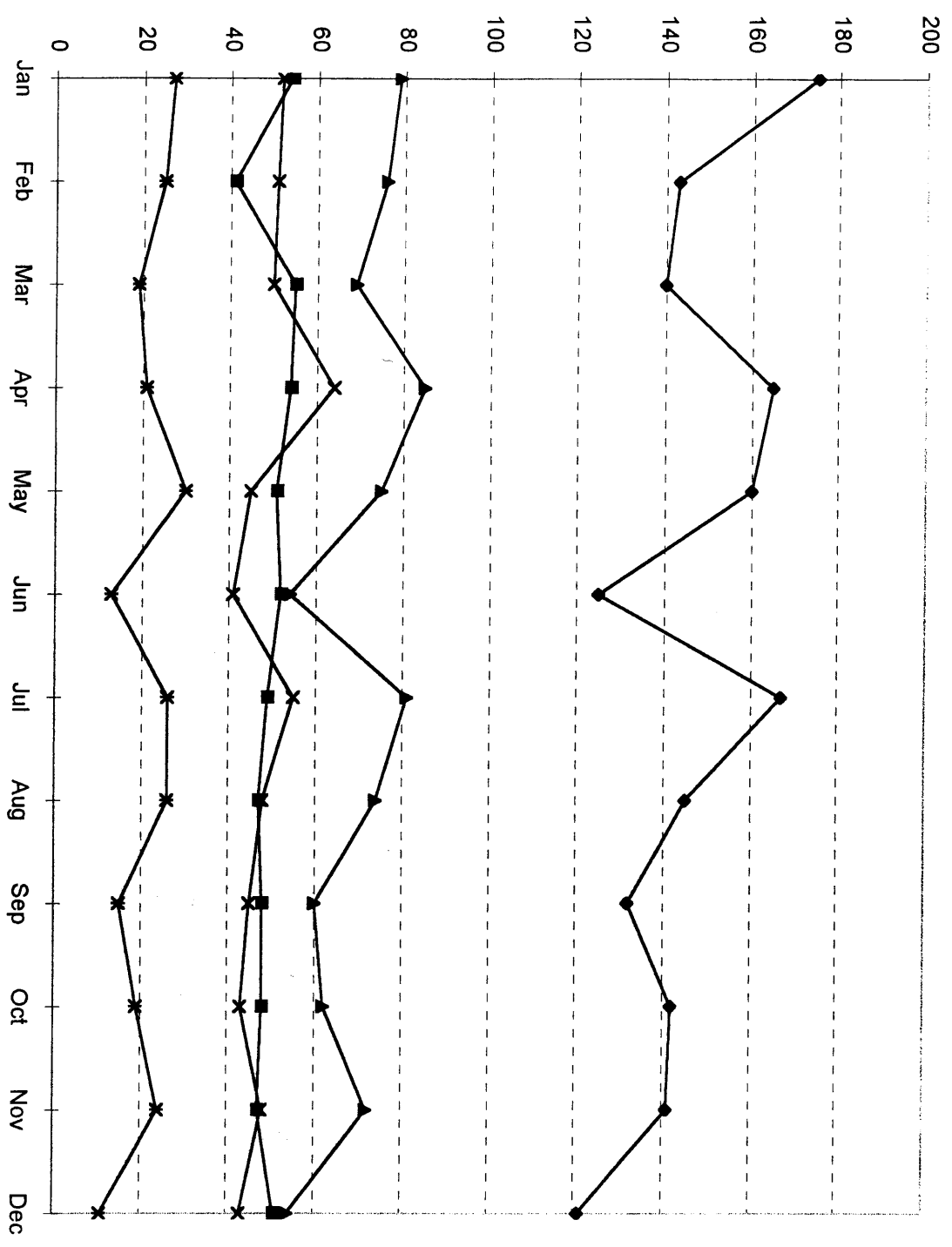


# Zone 2 Totals for 1997





# Zone 6 Totals for 1997



- ◆ Total movements
- Unregulated tank ships
- ▲ Escorted movements
- ✕ Escorted tank ships
- \* Escorted barges



**USCG MARINE SAFETY OFFICE San Francisco BAY**  
**PORT OPERATIONS STATISTICS**

**For 1 to 30 November 1998**

**PORT SAFETY:**

1. Total Port Safety cases open for period:	20
2. SOLAS Interventions:	0
3. Number of vessels requesting/granted Letters of Deviation to enter Bay: Cases include: Inop Radar (2)	2/2
4. Propulsion Casualties	5
5. Steering Casualties:	0
6. Collisions/Allisions:	0
7. Groundings:	1

**POLLUTION RESPONSE:**

	<b>MSO</b>	<b>MSD</b>	<b>TOTAL</b>
1. Total oil pollution incidents within MSO SFB AOR:	24	15	39
2. Penalty Action:			
Civil Penalty Action (Marine Violation)	0	0	0
Civil Penalty Action, Ticket Issued (Notice of Violation)	0	0	0
Letter of Warning	3	4	7
No Penalty Action (e.g. no RP found)	21	11	32
3. Discharges of Oil from:			
Deep Draft Vessels	0	0	0
Facilities (includes all non-vessel)	7	1	8
Military/Public Vessels	0	0	0
Commercial Fishing Vessels	1	0	1
Other Commercial Vessels	1	0	1
Non-Commercial Vessels (e.g. pleasure craft)	2	3	5
Unknown Source	13	11	24
4. Cases Requiring Cleanup	6	0	6
5. Federal Fund Cases (OSLTF/CERCLA)	1	0	1
6. Hazardous Material Releases	1	0	1
7. Cases requiring Pollution Reports (POLREPS)	1	0	1





**Significant Cases:**

01NOV98 – Tug COMMODORE (US) lost propulsion with a barge under tow and was dead in the water at the Sierra Buoy South of the San Francisco Traffic Lane separation zone due to engine failure. The tug BRYNN FOSS took the barge and the tug ANDREW FOSS took the tug COMMODORE to pier 27. The case is under investigation.

06NOV98 T/S USNS JOHN ERICSSON (US) experienced a loss of propulsion of both engines while outbound near Arch rock. The vessel quickly regained propulsion. The vessel experienced additional propulsion failure during sea trials. A CG-835 was issued by an MSO vessel inspector which required two tug escorts and a fully manned engine room. The case is under investigation.

15NOV98 – F/V WARRIOR (US), while engaged in fishing operations, capsized and became mostly submerged and tangled in its fishing lines 100 yards southwest of Bodega Head. Station Bodega Bay conducted SAR operations rescuing one, but two crew members were lost. A 200 gallon diesel oil spill resulted from the sinking. The two miles long by 500 yards wide sheen was sighted 2 miles off shore, and quickly dissipated. A pollution team monitored the site for more leakage and salvage operations. The case is under investigation.

17NOV98 – Tug SAMUEL H. ARMACOST (BF) reported that a worker locked himself in the vessel bridge claiming the crew was “after” him, after being terminated from his duties for misconduct. The worker was escorted to the airport and flown to his home country. The vessel had adequate officers to meet its certification requirements. Case is closed.

17NOV98 – T/S LEOPARD (SN) experienced failure of its main propulsion control system while departing Chevron Long Wharf. The vessel was pushed by tugs to Anchorage 5. A COTP order was issued requiring satisfactory repairs be made to the system. Case closed.

23 NOV 98– MAERSK CONSTELLATION (US) experienced a propulsion casualty. The vessel was assisted to Anchorage 9 by tugs. A class society surveyor certified that repairs to the main engine governor were satisfactorily completed. Case under investigation.

26 NOV 98 – M/V ADMIRE (PN) loaded with pet coke and safflower seeds, reportedly grounded near Rio Vista in the vicinity of beacon 29 while transiting the Sacramento Deep Water Ship Channel. The vessel touched the bank and did not stop. No apparent damage occurred. A COTP order was issued directing the vessel to Anchorage 9 to conduct an inspection of the hull and make any necessary repairs to the to the satisfaction of COTP. The case is under investigation.

