

# 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, January 8, 1998

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

The public meeting was called to order at 10:00 a.m. by **A. Thomas**, Chair. The following committee members or alternates were in attendance: **Ronald Kennedy**, Port of Richmond; **Margo Brown**, National Boating Federation; **Stuart McRobbie**, SeaRiver Maritime; **Lynn Korwatch** (alternate for John Gosling), Matson Navigation; **Scott Merritt**, Foss Maritime; **Mary McMillan**, Westar Marine Services; **Joan Lundstrom**, San Francisco Bay Conservation and Development Commission; **Dave Adams**, Port of Oakland; and **Roger Peters**, Member at Large; U. S. Coast Guard representatives, **Capt. Harlan Henderson** (MSO) and **CDR Danny Ellis** (VTS); OSPR representative, **Barbara Foster**; State Lands representative **Jay Phelps** and NOAA representative **Bruce Hillard**. Also in attendance were more than twenty-five representatives of the interested public.

1. The Chair welcomed those in attendance. He noted that there will be changes in the Chair and Vice Chair positions, as well as the possibility of changes in the membership of the committee, upon appointment by the Administrator.
2. **COAST GUARD COTP'S REPORT, Capt. Harlan Henderson.** (1) Report on the clean-up effort and costs in connection with the November oil spill in Humboldt Bay. A written summary of costs-to-date, totaling \$10.5 million, is made a part of these minutes. The spill was confined to the central bay due to rapid response and the remarkable cooperative effort of the entire community, state and local agencies and the USCG. (2) The annual incidence of tar balls at Pt. Reyes is under investigation for the sixth year. This year an area of over 15 miles of shoreline is affected. No source match has been made yet. (3) A written report of port operations statistics for pollution response and investigations and significant port safety events for the period 11-01-97 to 12-31-97 is made a part of these minutes. (4) Question from the Chair—Could the pilots be alerted to targeted vessels under the Port Inspection Program? **H. Henderson** responded yes. (5) **M. McMillan** noted that line-haul tug problems are not reported or tracked in the way that problems with escort tugs are. (6) **S. McRobbie** asked about on-going problems with the SP Bridge, noting that the HSC has been proactive on this issue and may want to address it again. **H. Henderson** responded that the USCG Aids to Navigation Bridge Section has been working with SP to solve the problems. The Chair suggested the SP

bridge operators have a battery back-up on the VHS for emergency communication with VTS and the pilot on board in the event of a bridge systems power loss.

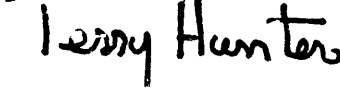
3. **CLEARINGHOUSE REPORT, T. Hunter** (1) Statistics for the months of November and December and a 1997 annual summary are made a part of these minutes. (2) The last two months experienced the largest number of escort violations--12, in a like period, to date. Eight involved a technical checking-in violation with an unladen tanker where no escort was required. Three involved a tug and barge. There was one kips violation and one zone violation. It is recommended that the committee look at this again in the event the numbers do not go back down to their previous level. **S. McRobbie** asked if the violations are analyzed for repeat offenders. **T. Hunter** responded that the data is available for analysis. There are a number of factors: pilot, agent, tug or vessel operator and type of vessel. **R. Peters** suggested there might be value in distributing the information regarding reporting requirements for unladen vessels. It was agreed that the MX will do this. (3) **G. Skarich** reported that tug captains feel the pre-escort conference is getting sloppy or being neglected because escorts are becoming so routine. She suggested the basic requirements for the pre-escort conference be included in the MX reminder regarding unladen tankers. (4) **T. Hunter** introduced **Doug Lathrop**, to whom the Ad Hoc PORTS Committee voted unanimously to award the contract for evaluation of PORTS. **D. Lathrop** reported that he is in the process of setting up procedures to track the number of hits to the system, identify the current users and identify potential users and evaluate MX/CH operations. The next ad hoc committee meeting is scheduled for 02-28-98 at 1300. **D. Lathrop** reports to the ad hoc committee, which then reports to the Administrator. He will also give on-going reports to the HSC as part of the committee's regular agenda.
4. **OSPR REPORT, Barbara Foster.** (1) The terms of SF HSC members expired in December. Yesterday OSPR sent a notice seeking applications to the MX for distribution to current members of the HSC and the full HSC mailing list. The current members of the HSC will continue to work until any new appointments are made. The SeaRiver seat is still within its original term, so only one tanker seat will be up for appointment. The deadline for applications is 02-13-98. (2) Tug crew training programs were required to be updated by the end of 1997. To-date four have been received. Of those, two have been approved (SeaRiver and Foss) and two are under review. This response does not include all participants. After the necessary research has been completed, OSPR will seek counsel from the legal department regarding possible penalties. (3) Almost everyone has completed the required bollard pull testing. The CH will distribute a memo to the towing community regarding requirements for bollard pull testing and crew training programs.

5. **PORTS STEERING COMMITTEE, T. Hunter** for the MX. (1) PORTS equipment is running at 95% and will be at 100% soon. (2) The state and MX have agreed on a contract for management of PORTS by the MX. **Bruce Hillard**, NOAA, added that NOS and OSPR will have an MOU in place by the end of January. (3) New hub hardware will be in place at the MX by the end of January and software revisions will be completed by the end of March. (4) Once it is up and running NOS will have users access a web site and conduct a study to review usage. (5) Channel 2, FOX, is doing a TV piece on El Nino for showing Saturday night. PORTS will be included. (6) The MX is working on a methodology to identify users. Computer/network hits are easy to analyze. It is more difficult to analyze telephone use. (7) **William Wells**, San Francisco Bar Pilots, raised the issue of the need for a PORTS wind gauge at the Matson terminal, Port of Oakland. With larger ships in normal operating conditions a 20 knot wind can be substantial. **Russell Nyborg**, San Francisco Bar Pilots, added that, although there is a wind gauge in Alameda, it does not solve the problem because there is a significant difference between Alameda and Oakland winds. The Chair responded that the matter has been addressed in past HSC discussions and is under consideration by the Port of Oakland in cooperation with NOAA. A wind gauge at the Matson terminal has been recognized as a good idea.
6. **PREVENTION THROUGH PEOPLE SUB-COMMITTEE, M. Brown**, Chair. The sub-committee (**John Gosling**, **G. Lundeberg** and **G. Skarich**) met on 12-02-97. Because they had not received a specific charge, the meeting was used for brainstorming, looking at what they would and would not like to consider. Each member submitted a list of particular concerns to them. It was agreed that the sub-committee needs to compile regulations in place and determine who has general or limited authority. The next sub-committee meeting will be held on 02-21-98, from 10:00-12:00 in room 611 at the Port of Oakland. The meeting will be public and will be attended by **Capt. Harlan Henderson**, USCG MSO, and **Scott Shaeffer**, State Lands. The Chair noted that the committee's scope of work was purposely not defined. As is demonstrated by **M. Brown's** report, which is made a part of these minutes, the committee came to conclusions as to focus and task. **R. Nyborg** agreed that the San Francisco Bar Pilots will send a pilot representative to the next sub-committee meeting.
7. **UNFINISHED BUSINESS:** (1) Monterey Bay Sanctuary. **Lt. Brian Tetreault**, USCG, reported on recent meetings to address off-shore routing. The group is evaluating forty different proposed strategies and has completed about 75%. A key issue is the ability to respond. The next meeting is scheduled for 02-11-98 in Half Moon Bay. These meetings are public working meeting. The public is invited to attend but their input at the meetings is not

solicited. (2) Herring Season. **M. McMillan** reported problems with unattended nets and the entrance to Pier 50 being blocked, with no channel open and no person on site in which to communicate. **Harlan Henderson** reported that three to four weeks ago a group of representatives of the operators, herring fishermen and ferries met to discuss recurring problems. There have been no reports of problems since then. Perhaps buoys could be set to establish ferry transit access and fishing areas.

8. **NEW BUSINESS:** (1) **D. Adams** asked if the law establishing the HSC deals with commercial marine terminals other than ocean terminals. If it does, perhaps the HSC should look at bollards at terminal facilities. With larger vessels and draft tonnage dynamics the requirement for bollards is a concern. They are designed with kips in mind, but do not take into account surge effects and other problems related to vessel specifics. **Jay Phelps**, State Lands, noted that State Lands is looking at surge through the High Velocity Current Group. The group has recommended that each marine terminal provide a mooring analysis of their terminals that looks at what size ship can arrive and the environmental effects. Some facilities have installed their own environmental stations and produced a very intensive analysis. The report of the group has been presented to **Gary Gregory** of State Lands. Detailed pre-arrival plans will become part of terminal operations manuals. (2) **T. Hunter** asked if the HSC would like the MX to provide a staff member to monitor Monterey Bay Sanctuary meetings related to off-shore routing and report back to HSC. The consensus was yes.
9. The next meeting is scheduled for 02-12-98 at 10:00 at the Port of San Francisco, but may need to be rescheduled in that it is a holiday. Announcement will be by mail.
10. MOTION to adjourn by **R. Peters**, seconded by **S. Merritt**. Meeting adjourned without objection at 11:40.

Submitted by:



**T. Hunter**  
Executive Secretary

**USCG MARINE SAFETY OFFICE SAN FRANCISCO BAY**  
**PORT OPERATIONS STATISTICS**  
**FOR 01 to 31 JANUARY 1998**

**PORT SAFETY:**

1. Total Port Safety cases open for period:	24
2. SOLAS Interventions:	1
3. Number of vessels requesting/granted Letters of Deviation to enter Bay: Cases include: Inop Radar (3)	3/3
4. Propulsion/Steering Casualties:	6/1
5. Allisions:	2
6. Groundings:	1

**POLLUTION RESPONSE:**

	MSO	MSD	TOTAL
1. Total reported/investigated pollution incidents within MSO SFB AOR:	29	6	35
Civil Penalty Action	6	4	10
Spill, No Source	6	0	6
Spill, No Action Taken	9	0	9
No Spill, Potential Only	6	2	8
No Spill, Unconfirmed Report	2	0	2
EPA Zone Reports	0	0	0
2. Discharges of Oil from:			
Deep Draft Vessels	0	1	1
Oil Transfer Facilities	0	0	0
Military Vessels/Facilities	2	0	2
3. Federal Fund Cleanups	1	1	2
4. Non-Federal Cleanups	3	3	6
5. Hazardous Material Releases	0	0	0
6. Cases requiring polreps	1	2	3
7. Tickets Issued	1	3	4

## **SIGNIFICANT PORT SAFETY CASES:**

10 JAN 98 - M/V SEALAND DISCOVERY (US) suffered a steering casualty due to mechanical failure of the forward port ram seal on the steering gear while under tug escort in the Oakland outer harbor. The crew shifted to the secondary steering system which operated properly. The port ram seal, rings, gland follower and gland screws were subsequently renewed. As part of the alternate compliance program, the class surveyor conducted an inspection of the ram seal, rings, gland screws and gland screw keeper plates. The steering gear was subsequently examined, test operated, and found satisfactory.

23 JAN 98 - T/V S/R BATON ROUGE (US) began dragging anchor during lightering operations in the northwest corner of Anchorage 9 while the T/V S/R GALVESTON (US) was tied up along side. Operations were stopped while the T/V S/R BATON ROUGE dropped a second anchor to stabilize situation. Lightering operations were completed.

25 JAN 98 - Tug AMERICAN EAGLE (US) reported losing the starboard engine near the pilot station sea buoy. The vessel waited for high tide to proceed back to port and make arrangements for a tug escort. Repairs to the engine were made before entering port and no tug escort was needed.

29 JAN 98 - Port State Control intervention was imposed upon the M/V ALFONSO (PN) because the crew was unable to perform adequate fire and abandon ship drills. The fire drill had to be halted by COTP representatives because the fire suits and associated emergency equipment were still in their original packaging and not available for immediate use. After the equipment was unpacked and the fire drill was restarted, the crew could not demonstrate the proper use and operation of the emergency equipment. During both the fire and abandon ship drills, the crew did not follow the procedures listed in the vessel's muster list or emergency instructions. Case pends.

31 JAN 98 - M/V MOKIHANA (US): While docking at berth 60 (APL dock) Oakland, the vessel touched bottom. The advertised depth of water at the dock is 36 feet. The vessel draft was 29 feet. No apparent damage to vessel. Coast Guard investigation pends. Port of Oakland investigating the reported shoaling.

T/V SANTA ANNA (GR): Vessel suffered 3 partial loss/loss of propulsion casualties during recent port call. Temporary repairs effected, class society issued requirement for permanent fix. COTP issued Letter of Concern.

## **MARINE ENVIRONMENTAL RESPONSE:**

### **Significant Cases:**

04 Jan 98 - A long month of response to minor tarball impacts with major oiled bird rescue began when the MSO received a report of tarballs washing up on beaches in the Pillar Point area. One week later, MSO pollution investigators again responded to tarball reports, this time 15 miles to the south; both tarball impacts were minor and not reasonable for cleanup. It wasn't until 17 January that tarball impacts were discovered at Point Reyes, this time accompanied by significant oiled bird impacts. Over a two week period, a CG led unified command response recovered 300 live and 500 dead oiled birds from Point Reyes south to Santa Cruz. Cleanup crews recovered 300 pounds of tarballs and oiled debris from Point Reyes beaches, minimizing impacts to the threatened Snowy Plover and other beach dwelling birds. CG resources concentrated heavily on the investigation, starting with 7 CG overflights to locate oil in the water and possible vessel sources. The investigation has received heavy media interest, including three TV broadcasts featuring CG members and upwards of 10 radio and newspaper interviews with considerable CG publicity. Sample testing has revealed a match between the tarballs collected 4 January and those collected 60 miles to the north two weeks later at Point Reyes, although these do not match the tarballs which washed ashore in November. The investigation and rehabilitation of the captured oiled birds continue.

15 Jan 98 - Began a two week Federally-funded effort to remove oil products and hazardous materials from partially grounded and inoperable tugs Respect, Standard No. 2. and unnamed barge off Benecia, CA. The removal project involved removing 12.1K gallons of oil, 10.3K gallons of oily water, fifteen 55-gallon overpack drums of hazardous substances, and six 55-gallon drums of unknown materials.

30 Jan 98 - In an excellent example of "O" and "M" cooperation, CGC Point Brower and MSO pollution investigators combined forces to halt the illegal discharge of diesel fuel and dispersants from a fishing vessel at the Pillar Point Marina. While on a harbor patrol, the Point Brower discovered the F/V Joan Marie discharging soapy water over the side. Upon further investigation, they realized that the vessel had spilled fuel, and a member of the crew was cleaning it up with soapy water and was pumping the liquid mess overboard. The Point Brower corrected the situation, and when MSO pollution investigators arrived, Brower crew provided them with excellent witness statements and documentation for the event, establishing a solid case which will send a strong message to the fishing community on the illegality of using soap to disperse spilled oil.

# San Francisco Bay Clearinghouse Report For January 1998

## San Francisco Bay Region Totals

Tanker arrivals to San Francisco Bay	52
Total tank ship & tank barge movements	342
Tank ship movements	222
Escorted tank ship movements	102
Unescorted tank ship movements	120
Tank barge movements	103
Escorted tank barge movements	41
Unescorted tank barge movements	62

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

	Zone 1	%	Zone 2	%	Zone 4	%	Zone 6	%	Total	%
Total movements	146		293		1		175		614	
Unescorted movements	75	51.37%	168	57.34%	1	100.00%	96	54.86%	339	55.21%
Tank ships	57	39.04%	113	38.57%	0	0.00%	54	30.86%	224	36.48%
Tank barges	18	12.33%	55	18.77%	1	100.00%	42	24.00%	115	18.73%
Escorted movements	71	48.63%	125	42.66%	0	0.00%	79	45.14%	275	44.79%
Tank ships	51	34.93%	95	32.42%	0	0.00%	52	29.71%	198	32.25%
Tank barges	20	13.70%	30	10.24%	0	0.00%	27	15.43%	77	12.54%

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.



**USCG MARINE SAFETY OFFICE SAN FRANCISCO BAY**  
**PORT OPERATIONS STATISTICS**  
**FOR 01 to 30 NOVEMBER 1997**

**PORT SAFETY:**

1. Total Port Safety cases open for period:	26
2. SOLAS Interventions:	0
3. Number of vessels requesting/granted Letters of Deviation to enter Bay: Cases include: Inop Gyro Compass	1/1
4. Propulsion/Steering Casualties:	1/2
5. Allisions:	1
6. Groundings:	3

**POLLUTION RESPONSE:**

	MSO	MSD	TOTAL
1. Total reported/investigated pollution incidents within MSO SFB AOR:	26	5	31
Civil Penalty Action	5	1	6
Spill, No Source	9	1	10
Spill, No Action Taken	3	0	3
No Spill, Potential Only	5	2	7
No Spill, Unconfirmed Report	3	0	3
EPA Zone Reports	1	1	2
2. Discharges of Oil from:			
Deep Draft Vessels	1	0	1
Oil Transfer Facilities	0	1	1
Military Vessels/Facilities	1	0	1
3. Federal Fund Cleanups	3	1	4
4. Non-Federal Cleanups	6	0	6
5. Hazardous Material Releases	0	0	0
6. Cases requiring polreps	3	1	4
7. Tickets Issued	2	0	2

## SIGNIFICANT CASES:

### PORT SAFETY:

17NOV97 The M/V DIRECT CONDOR lost propulsion near Berth 63 due to failure of main engine distribution valve. One tug already on scene. Vessel ordered additional tug and was escorted safely to Berth 63. Class society attended cleared vessel. Case closed.

18NOV97 The M/V OVRUCH reported a loss of steering while downbound from Redwood City. Two tugs escorted vessel to Anchorage 9 where vessel remained while COTP order was issued.

Vessel requested and was authorized transit to Richmond Terminal 3 with two tug escort. Vessel experienced another loss of steering while enroute to Richmond. Vessel was attended by class society. No cause ever found. COTP order was rescinded and vessel was allowed to leave the Port. Case closed.

05NOV97 A 32ft catamaran was reported to be aground on the rocks near the Cliff House in San Francisco. Both Group and Air Station assets were on scene. One PIW that later walked to safety on shore. No pollution potential due to no fuel or hazmat onboard. Case closed.

15NOV97 The Tug MARIN SKY reported one of its empty rock barges brushed (allided) the wood piling of the Benicia-Martinez S.P. Railroad Bridge while traveling from Falls River to San Rafael Rock Quarry. No POB barge, no damage to barge reported. SP Railroad Bridge tested and fully operational. Case transferred to investigations.

### MARINE ENVIRONMENT RESPONSE:

02 NOV 97 - The 75 ft steel hulled F/V Excalibur went aground in the surf line past the north jetty of Eureka, CA., with a potential of 2200 gals of petroleum products onboard. The responsible party hired contractors to pump the petroleum products off of the vessel and refloat it. On 05 NOV 97, the F/V Excalibur had all petroleum products pumped off, and the vessel was refloated and towed into Humboldt bay.

04 NOV 97 - MSO received notification from Gru Humboldt Bay, the Dredge Newport parted a hydraulic line and discharged approx. 400 gals of Clarity Oil, a vegetable based hydraulic oil into the water approx. 3 1/2 nm off of Humboldt bay jetties. The oil created a white milky substance emulsion in the water and dissipated rapidly, no clean up was feasible. The spill is still being investigated.

05 NOV 97 - The M/V Kure allided with a part of a pier in Humboldt Bay, CA, and punctured a hole in one of its fuel tanks, discharging approx. 5,000 gals of IFO-180 fuel oil into the water. Facing possible devastating impacts to local industry and highly sensitive coastal lagoon habitats (Humboldt Bay is home to 9 endangered or threatened species, a large fishing and crabbing population and California's largest commercial oyster mariculture industry) MSO & Cal F&G immediately formed a Unified Command and launched an aggressive campaign to contain and clean up the spill. The responsible party took responsibility for the spill and the next day joined the unified command and continued the aggressive cleanup ops with CG/State monitoring. At its height, the response involved over 400 personnel, with 15 skimmers, 5 vacuum trucks, and 6000 feet of boom deployed to contain the oil. "Team Coast Guard" assets responding included Group, Station, and Air Station Humboldt Bay, Cutters Acushnet, Point Heyer and Buttonwood, and marine safety personnel from Pacific Strike Team, MSD Concord, and MSO Portland augmenting the MSO San Francisco on-scene workforce. Over 1000 oiled bird impacts were reported, and cleanup costs exceed 7 million dollars, all payable by the responsible party. This spill was the source of extremely favorable media attention for the Coast Guard; it was the subject of at least 30 newspaper articles and daily TV news coverage for 10 days, often highlighting it as a "model" response. Cleanup is now complete with the exception of some passive cleaning on a few beaches. Case pends.

16 NOV 97 - Numerous oiled birds and tarballs were sighted on various beaches in PT Reyes National Seashore, CA. On 17 NOV 97, MSO, Cal F&G, National Park Service, National Marine Sanctuary formed a Unified Command to begin wildlife rehabilitation and initiated the investigation to find an RP. This event, which mirrors other incidents of shoreline pollution in previous winters, received considerable political attention and was the subject of daily TV news reports for a three day period and sporadically for two weeks. Initiating a cleanup, MSO

accessed the Oil Spill Liability Trust Fund and hired a contractor to clean beaches most heavily impacted by tar balls and activated Pacific Strike Team to help monitor. An overflight on 21 NOV spotted fresh oil offshore which, after sampling from a CG 110, proved to be from the same source as the tarballs. Over 300 birds have been impacted in this case, and the live ones continue to be rehabilitated and released. Aggressive on scene sampling as well as vessel sampling undertaken at MSOs Valdez, Honolulu, and San Francisco had determined pollution to be either crude or bunker oil, most likely from a vessel source, although no vessel matches have been made. Investigation continues, case pends.

19 NOV 97 - A pipeline broke and discharged approx. 1700 gals of San Juaquin Crude into Rhone Poulanc marsh, Martinez, CA. A Unified Command as formed with Coast Guard, DFG OSPR and Texaco. Texaco took full responsibility and hired contractors to cleanup the oil and to secure the source. Because of the quick action to boom the area, no oil reached the carquinez straits with all oil trapped in the marsh. The cleanup is still ongoing. The investigation to find the cause of the ruptured pipeline is being conducted by MSD Concord. Case pends.

**USCG MARINE SAFETY OFFICE SAN FRANCISCO BAY**  
**PORT OPERATIONS STATISTICS**  
**FOR 01 to 31 December 1997**

**PORT SAFETY:**

1. Total Port Safety cases open for period:	28
2. SOLAS Interventions:	0
3. Number of vessels requesting/granted Letters of Deviation to enter Bay: Cases include: Inop Gyro (1)	1/1
4. Propulsion/Steering Casualties:	3/1
5. Allisions/Collisions:	3/1
6. Groundings:	2

**POLLUTION RESPONSE:**

	MSO	MSD	TOTAL
1. Total reported/investigated pollution incidents within MSO SFB AOR:	15	7	22
Civil Penalty Action	7	4	11
Spill, No Source	3	2	5
Spill, No Action Taken	2	1	3
No Spill, Potential Only	3	0	3
No Spill, Unconfirmed Report	0	0	0
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	0	0	0
3. Federal Fund Cleanups	0	1	1
4. Non-Federal Cleanups	3	3	6
5. Hazardous Material Releases	0	0	0
6. Cases requiring polreps	1	2	3
7. Tickets Issued	3	3	6

## SIGNIFICANT CASES:

02 DEC 97 - The tug American Champion with a loaded dump scow reported parting her tow wire while enroute to the offshore dumpsite. The tug's position was 0.5 NM north of the Main Ship Bar Channel. She required no assistance. Approximately 45 minutes after initial report, she reported that she had an emergency bridle hooked up and she was headed inbound dragging the tow wire. MSO issued a COTP order stating that the tow wire had to be retrieved from the bottom before she could enter San Francisco Bay. The tow wire was retrieved the next day. The COTP order was rescinded and the vessel was authorized to enter port. Port Safety case closed.

03 DEC 97 - The T/S SEA ROSE allided with the #11 Light in the San Joaquin River while en route to Stockton. The vessel reported no injuries, no pollution and no damage to the vessel. The light #11 was submerged after impact. Several hours later, while in the Stockton Deep Water Ship Channel, the same vessel collided with a dredge pipe section of the Ross Island Sand & Gravel Dredge #7. The vessel reported no injuries, no pollution and minimal damage to the vessel. Dredge #7 reported dredge pipeline had parted. Dredge #7 recovered the pipeline to make repairs and continued ops. A COTP order was issued to the T/S SEA ROSE requiring the vessel's class society conduct a complete inspection of the hull and repair any damage. Class society attended the vessel and submitted report to the MSO. The COTP order was rescinded and the vessel was authorized to depart. Port Safety case closed.

04 DEC 97 - A crane collapsed on Fisherman's Wharf, Monterey, Ca. spilling approximately 5 gallons of diesel fuel into Monterey Bay. MSO personnel investigated and ensured that a proper response was being conducted. In this case, the Monterey Fire Department responded and deployed boom around the spill. The responsible party hired a contractor who later righted the crane.

10 DEC 97 - The F/V Hedvig sank at its slip in Masons Marina in Bodega Bay, spilling approximately 10 gallons of fuel into the water. MSO pollution investigators responded, ensuring that the harbor master had deployed absorbent boom and pads to clean up the spill. The responsible party raised the vessel the following day with the help of other fisherman and the harbor master.

12 DEC 97 - While transiting Bulls Head Channel outbound from Avon dock, the T/S IVER GEMINI ran soft aground .2NM east of SPRR Bridge. Vessel reported no injuries, no pollution and no damage. Two tugs assisted in freeing the vessel from the mud and safely escorted back to Avon dock. COTP order issued requiring class society survey. Vessel complied and COTP order was rescinded. Port Safety case closed.

13 DEC 97 - The pilot about the M/V MOKU PAHU reported having a steering failure after clearing the Rio Vista Bridge downbound. The problem was found to be with the port steering pump and the starboard steering pump was fully functional. The vessel anchored at New York Point to further assess the situation. Approximately 2 hours later, the vessel reported the problem was due to sticking solenoids in the port steering gear and that the problem was fixed. The vessel was given permission to depart for sea. Port Safety Case Closed.

14 DEC 97 - The Tug EAGLE reported a partial main engine casualty while towing a loaded oil barge, Barge Jovalan, approximately 7NM WNW off Pillar Point. No injuries, no pollution and no damage to the vessel or barge were reported. Media interest low. The tug and barge were anchored by the towing gear and remained stable in their position. The EAGLE reported the problem with the engine was in the fuel system due to poor fuel. The tug owner arranged for relief tugs to tow the Tank Barge Jovalan into San Francisco Bay with the EAGLE following the tugs and barge. USCGC Active was deployed, monitored the vessels until tugs arrived and escorted the vessels into San Francisco Bay. The EAGLE and JOVALAN were safely moored at SF Pier 15. Port Safety case closed.

14 DEC 97 - The T/S SEA ROSE reported a loss of propulsion approximately 2NM west of Point Bonita. Cause of casualty was reported to be failure of cooling pump. Vessel required to and did have secondary working pump. Vessel authorized to depart. Port Safety case closed.

19 DEC 97 - MSO issued an administrative order to the owner of the M/V Yakima which sank at Hunters Point in November. This order was issued in response to the slow action in raising the tug and to ensure that the owner was

maintaining booms and sorbents on scene to capture light diesel sheen which tug continued to emit. MSO gained immediate compliance by the owner who compiled salvage plan the same day and tightened up cleanup maintenance. The tug was raised on 6 Jan and is being moved to Antioch for further repairs. Case closed.

21 DEC 97 - The tug American Contender, with an empty dump scow, parted her tow wire while returning from the offshore disposal site. The tug American Champion was dispatched to help the American Contender recover the tow and 1400 feet of tow cable in the heavy seas. After retrieving the tow, the American Champion sought shelter in Half Moon Bay due to the sea conditions. The following day, the tug and tow safely returned.

22 DEC 97 - The tug SKY reported parting a tow wire and had changed their towing configuration from pushing to an astern tow. The tug's position was north of the Richmond San Rafael Bridge and was towing 3 empty rock barges. The winds were strong out of the north gusting to over 35 knots. The SKY reported needing no assistance and later reported mooring safely at the dock.

26 DEC 97 - The M/V DELTA PRIDE experienced a loss of propulsion and was reported to be aground with the vessel's bow stuck in the mud, across from the US Steel Dock in Pittsburg. The vessel reported no injuries, no pollution and no damage. Two assist tugs were on scene and were able to free the vessel from the mud. The tugs then moored the vessel safely to the US Steel Dock. The vessel was attended by class society and a copy of the survey report was sent to the MSO. Port Safety case closed.

28 DEC 97 - USCG Station Carquinez recovered an unmarked 55 gallon drum from the rip rap bank adjacent to Station Carquinez. The plastic 55 gallon drum was placed near the Station Carquinez main office. The next day MSD Concord responded to reports that the drum, approximately 1/3 full, was leaking an unknown oil-like substance. MSD Concord could not determine a responsible party and requested federal funding to remove the drum. The CERCLA fund was opened for the removal of the drum and a contractor was hired to overpack and transport the drum for disposal.

30DEC97 - Station Carquinez reported to the MSO that a flotilla made up of two tugs and one barge moored together within Anchorage 24 had dragged anchor and grounded on a small islet off Benicia Point. The flotilla allided with the City of Benicia Piers with the stern of the barge soft aground. The tugs were estimated to have 4000 gallons of diesel and approximately 200 gallons of lube oil onboard. There was no oil pollution potential from the barge. The COTP determined that the flotilla posed a potential hazard to navigation and a pollution threat to the environment and issued a COTP order for the owner to re-anchor and secure the vessels, and remove all petroleum products on board the vessels. On 02JAN98, a second COTP Order was issued for the owner to remove the vessels from Anchorage 22/24 in the interest of protecting the environment and the safety of the vessels and property in the area. The owner is currently developing a plan to remove and reposition the vessels.

## HUMBOLDT BAY OIL SPILL COST SUMMARY

FEDERAL	\$575,000
STATE	\$500,000
CONTRACTORS	\$8,893,000
SUPPORT VENDORS	\$247,000
WASTE DISPOSAL	\$275,000
TOTAL	<hr/> \$10,490,000

These cost do not include fines, penalties, claims, NRDA, legal or vessel repair costs.

Spill - November, 1997