

MINUTES

HARBOR SAFETY COMMITTEE OF THE SAN FRANCISCO BAY REGION

10: a.m., Thursday, January 13, 2000

Port of Oakland, 530 Water Street, Oakland, California

The public meeting was called to order at 10:00 a.m. by **Lynn Korwatch** (Matson Navigation), Chair. The secretariat confirmed the presence of a quorum. The following committee members or alternates were in attendance: **John Davey**, Port of San Francisco; **Gary Hallin**, Port of Oakland; **Margo Brown**, National Boating Federation; **Brian Dorsch**, Chevron Shipping Company; **Scott Merritt**, Foss Maritime; **Stuart McRobbie**, SeaRiver Maritime, Inc.; **Rich Smith**, Westar Marine Services; **Larry Teague**, San Francisco Bar Pilots; and **Nick Salcedo**, (alternate for **Will Travis**), BCDC. U.S. Coast Guard representative, **Captain Harlan Henderson**, (MSO); NOAA representative, **LCDR Michael Gallagher**, OSPR representative, **Ted Mar**; and California State Lands Commission representative, **Jay Phelps**. Also in attendance were more than twenty-five members of the interested public.

The chair noted that, subsequent to the lengthy discussion at the last meeting regarding the funding for the Harbor Safety Committee, payment has been made in full.

Correction to the minutes of December 9, 1999 by **Larry Teague**: Page 4, paragraph 1 should read, "Does a vessel pay the fee if they are not discharging ballast water?" MOTION by **Brian Dorsch**, seconded by **S. McRobbie**, to "accept the minutes of the previous meeting as corrected." Motion was passed unanimously.

COAST GUARD COTP'S REPORT, H. Henderson. (1) Written reports of port operations statistics for pollution response and investigations and significant port safety events for the periods 12-1-99 to 12-31-99 are made a part of these minutes. (2) There were no Y2K problems locally. There is one date left, 2-29-00, to watch. The plan that worked well for the New Year will be kept for February. Nationwide, a COTP hold was put on fifty ships; none in the Bay Area. (3) Five fishermen in Northern California were lost in the last month, mostly on boats less than 40' in length. The fishing is poor this year. Therefore, the small boats are going farther out to make their catch. (4) **Eric Runlich** will be conducting a survey for USCG headquarters on harbor safety committees. (5) **H. Henderson's** orders are in for transfer sometime this summer to Elizabeth City, NC, where he will be in charge of an oil pollution strike team. His replacement will be **Captain Larry Herrick**. (6) Question: What is the status of the

voluntary inspection program for fishing boats? **H. Henderson** responded that the program is staffed by civilian personnel, reservists and auxiliary members. The program tries to target high traffic seasons and includes dock walks, and an increased number of 'at sea' boardings. The program has resulted in an increased awareness of safety issues, although it is usually the people with good boats that attend the scheduled meetings. The biggest problem is human error caused by fatigue. Stability casualties are down from 22% of fatal accidents in 1998 to 8% in 1999.

CLEARINGHOUSE REPORT, A. Steinbrugge. (1) A written report with statistics for the month of December, 1999, and year-to-date is made a part of these minutes.

NOAA REPORT, M. Gallagher. (1) In response to concerns for having a rapid response survey capability in the SF Bay Area, **M. Gallagher** committed to getting a hydrographic field party down sometime in April or May for a week to ten days. They will provide the preliminary data from their work, with disclaimers, before they leave. Operators and pilots will be asked which areas the survey should focus upon. NOAA representatives are promising to come in April/May, but they are not promising to come 'on call'. **L. Teague** noted that the areas of concern identified by the pilots, based upon annual patterns, are being sounded, but we still need the capability to respond to developing problem areas (shoals) when pilots note shiphandling cues.

OSPR REPORT, T. Mar. (1) The HSC did get funded, thanks to the letters written to the Administrator and the California Department of Fish and Game. Those letters also helped get funding moving for AIS and the pilot laptop program. Those contracts have now been written. (2) Regarding the survey of harbor safety committees, San Francisco is the only harbor safety committee being surveyed. The purpose is to help get others on the right track or start up their own committee in ports where there are none. (3) Non-tank regulations are in effect and plans should be submitted to OSPR. **R. Smith** asked about the requirement for a \$300 million COFER even if there are only five gallons on the vessels. **T. Mar** responded that questions of that nature are still under review. OSPR will look into a sliding scale COFER requirement.

NAVIGATION WORK GROUP, L. Teague. (1) Efforts to get a turning basin off of Avon Wharf are definitely making progress. Next week, **Eric Dohm** will meet with the COE representatives to discuss what needs to be done. One goal is to get the Colonel involved and to have him sign off on the project. **M. Gallagher** asked how long a process is anticipated. **L. Teague** responded that it was looked into a few years ago as a

part of the Baldwin Project, so much of the preliminary work might already be completed. The Baldwin Project died for lack of funding. The first step is to get the local COE behind it. Mark McGovern suggested that it would be helpful to get local upper level COE involved and in agreement. (2) Regarding additional buoys in Southampton Shoal, there have been no results. They are still looking into it.

UNDERWATER ROCKS WORK GROUP, R. Smith. The Army Corps of Engineers and the California State Lands Commission continue to negotiate cost sharing. When the agreement is signed, a workshop will be scheduled to implement preliminary steps. It will take three years to complete a feasibility study and preliminary engineering report. Then another cost-sharing agreement will be negotiated to do the engineering and request for bids. The project could go out to bids in five years.

HUMAN FACTORS WORK GROUP, S. Merritt. The work group has been tasked with looking at whether line-hauling ships at docks to reposition them presents a risk. A workshop-style meeting with representatives of all the stakeholders will be scheduled for February 2000. Then the work group will look at the input to see if further action is needed.

PREVENTION THROUGH PEOPLE WORK GROUP, M. Brown. (1) 1000 *Safe Marine Operations* questionnaires have been mailed out and three hundred of the same are being hand-carried to vessels by the pilots and the State Lands personnel. The responses are coming in at a good rate. The work group will review them at the end of the month, collate and study them. They will then forward them to the USCG. A full report will be made to the HSC at the March 2000 meeting. (2) A new project for the group is researching the availability of VHF channels for large recreational boaters. The goal is to establish a norm for communication when users can get to a channel.

PORTS WORK GROUP, S. McRobbie. It looks as if PORTS will continue to run for the foreseeable future. Usage is healthy and reliability is good. The prospect for short term funding looks good. \$65,000 has been raised and the California Department of Boating and Waterways has committed another \$53,000. The shortfall is \$75,000-\$100,000 and the MX is working with a consultant to identify other sources of funding. At one point, NOAA had indicated that they were going to pull the plug on their role of assimilating the data, verifying and getting it redistributed. However, they are back in the program. There is a debate now on whether OSPR or Boating and Waterways will have oversight of PORTS. The Tampa Bay PORTS system is well funded, with good

reliability and use. Houston/Galveston is doing well and the Los Angeles/Long Beach Harbors may get the system. (2) AIS funding is online and the Joint Planning Partnership will meet at the pilot offices next Wednesday (January 19th) to discuss scheduling sub-group meetings and working to get the equipment out.

TUG ESCORT WORK GROUP, G. Hallin. The work group has been tasked with looking at the fact that out-of-state tugs come into the bay pushing 100,000 gallons of oil product and the USCG says that, after twelve trips, they no longer are required to take a pilot. The group hasn't been able to meet since the last HSC meeting. However, they will have a report by the February 2000 meeting.

OLD BUSINESS. (1) **L. Teague** reported on the recurring problem with the UP Railroad Bridge which is supposed to open for vessels passing through. Two nights ago, (January 11th) the bridge did not open and the ship had had to stop and anchor .6 miles from the bridge. **Patrick Moloney** of the California State Pilots Commission, added that there was a false signal that a train was on the bridge. When the operator looked, but did not see a train, he panicked. The USCG has established a work group to address this. However, the work group has not met yet as they are waiting for replacement personnel. Discussion of whether the HSC should send a letter of concern to Union Pacific followed. **L. Teague** noted that the ship involved in the most recent incident handled better than most. However, there were two tankers at the berth which was cause for some concern. **MOTION** by **B. Dorsch**, seconded by **M. Brown** "to send a letter of concern to the Union Pacific regarding opening the bridge in a timely fashion, with a copies to the USCG Bridge Section and the COTP." **L. Teague** added that the pilots call the bridge one-hour before arrival, again at one-half hour before arrival and once more just before they arrive at the bridge. (2) **T. Hunter** reported that the Plan update has been completed and will be mailed to the HSC members this week. Anyone who would like a copy should see **Alan Steinbrugge** of the MX.

NEW BUSINESS. (1) **M. Brown** reported that the PICYA has furnished the MSO with a calendar of small boat races. Another copy has been submitted to the MX as has been the practice for the past six to eight years. Opening Day of yacht season for SF Bay (recreational vessels) will be on Sunday, April 30th. (2) **L. Korwatch** reported on a meeting that she and **B. Dorsch** attended yesterday to finalize regulations for the ballast water fee structure. California State Lands Commission will hold a public workshop before the end of February to make sure everyone understands what is involved. The

issue will also be addressed at the State Lands Customer Service meeting in Martinez on 3-1-00.

The next HSC meeting is scheduled for 2-10-00 at 10:00 a.m. at the Port of San Francisco.

MOTION to adjourn by **L. Teague**, seconded by **B. Dorsch**. Meeting was adjourned without objection at 10:55 p.m.

Respectfully submitted,

T. Hunter
Executive Secretary