

**Minutes  
HARBOR SAFETY COMMITTEE  
Of the San Francisco Bay Region**

**9:35 a.m., Thursday, February 13, 1992  
Board Room, Port of San Francisco, World Trade Center, CA**

1. The meeting was called to order by Chair, A. Thomas, at 0935. The following committee members or their alternates were in attendance: Dave Adams, Port of Oakland; Margot Brown, National Boating Federation; Dennis Arnett (alternate for Morris Croce), Chevron Shipping Company; James Faber, Port of Richmond; John Gosling, Matson Navigation Company; Mike Goebel (alternate for Dwight Koops), Exxon Shipping Company; Alexander Krygsman, Port of Stockton; Albert Groh (alternate for Gunnar Lundeberg), International Order of Masters, Mates and Pilots; James Macaulay, Harbor Tug and Barge Company; James Mes, Transmarine Navigation; Mary McMillan, Westar Marine Services; Ann Nothoff, Natural Resources Defence Council; Roger Peters, Port of Oakland; Thomas Rose, U. S. Navy Pilots; Joan Lundstrom, San Francisco Bay Conservation and Development Commission; alternate (non-voting) port member, Joseph Gadsick, Benicia Industries; and federal government (non-voting) member, J. MacDonald, U. S. Coast Guard. Also in attendance, E. Willis, OSPR. There were also many attendees from the general public, as reflected in the sign-in sheet.

2. The Chair welcomed committee members and those attending from the interested public.

3. The Chair referred to the most recent issue of the OSPR Report Bulletin and an article regarding the January 11 helicopter crash in Contra Costa County in which five people, including two OSPR staff members, were killed. He offered the condolences of this committee and asked for a moment of silence.

4. The minutes of the previous meeting having been distributed by the Secretariat by mail, the Chair asked for deletions, additions or changes. It was moved, seconded and passed to accept the minutes as corrected.

5. The Chair recognized E. Willis of OSPR and Captain MacDonald of the U. S. Coast Guard.

6. **TERMINALS AND FACILITIES SUB-COMMITTEE, D. Adams.** D. Adams noted that the sub-committee is officially known as the Port Construction/Channel Design/Dredging Sub-committee. He read the subcommittee's report and offered copies for distribution. The report first describing current activities and related procedures in the Bay Area the report went on to outline guidelines for vessel routing during port construction and dredging.

M. Goebel noted that potential navigational difficulties in connection with construction of the Benicia-Martinez Bridge will be addressed later in his report, which will include up-to-date information from yesterday's meeting.

A. Nothoff complimented the sub-committee on their report and noted that it was the type of report that gives background rationale and will go towards the development of a harbor safety plan.

D. Adams presented this report as ready for inclusion in the plan.

**Harbor Safety Committee of the San Francisco Bay Region**  
**February 13, 1992**

L. Brien stated the opinion that maintenance dredging should be emphasized in the report and be added to the plan.

D. Adams added that the sub-committee agrees and amended his earlier statement to offer this report as interim, with a final report to come with the dredging issue included.

Max Blodgett, U. S. Army Corps of Engineers, noted that the Corps (Jack Farless) currently holds pre-construction conferences and added that they would notify this committee who could then notify pilots, etc.

The Chair stated that the aim was not to overlay existing procedures. M. Blodgett added that pilots had not been invited to pre-construction conferences until now, and that he thought including the pilots and others would be a good idea.

7. BRIDGE MANAGEMENT SUB-COMMITTEE, M. Goebel. M. Goebel offered the minutes of the sub-committee meeting of February 11 for the record and, in connection with widening of the Benicia-Martinez Bridge, submitted a copy of the Risk Analysis by Reese-Chambers Systems Consultants, Inc.; copies of letters of opinion from the Metropolitan Transportation Commission and the Maritime Administration; and draft letter, prepared by the sub-committee, to be sent to Caltrans as the official statement of opinion of this Harbor Safety Committee. These documents are all hereby made a part of these minutes.

M. Goebel report that the sub-committee has been actively involved in reviewing feed-back on placement of the new Benicia-Martinez Bridge. They have asked for input from the impacted marine terminal operations, have attended and reviewed Caltrans sponsored meetings and have reviewed the Risk Analysis Report. The end result of the sub-committee's work is the draft letter to be presented here for comment by the full committee. The draft letter reviews the documents reviewed and meetings attended by sub-committee members and describes the four options proposed by Caltrans. It expresses the opinion that, unless Caltrans is "prepared to relocate existing oil terminal facilities and possibly the docks in the Port of Benicia . . . the alternative for an east side bridge with a south toll plaza is the most prudent option." The other three options encroach on existing operations and cause concern for safety; the collision of a ship with the Tampa Bay Bridge given as an example of the danger.

M. Goebel requested a vote of consensus by the full committee on the letter as presented.

A. Nothoff raised a question, stating that she did not feel there was enough information to make a recommendation. While she agreed that it was appropriate to say three of the options were no good, she did not feel the committee should advocate the fourth. M. Goebel responded that Caltrans is only offering four options for consideration, the fifth option for a span between the two existing bridges having been thrown out. He added that the committee can only focus on the options offered and safety demands that there be no encroachment on existing marine terminal operations.

A. Thomas added that the pilots have been involved for a period of time and the east bridge/south toll plaza is the only option that is feasible. A. Nothoff reiterated the opinion that options can be negated without an option being recommended.

M. Goebel stated that the sub-committee has thoroughly researched the project, with input from Tosco, Exxon, the City of Benicia and Benicia Industries.

**Harbor Safety Committee of the San Francisco Bay Region  
February 13, 1992**

M. Brown stated that the letter as written addresses the options presented by Caltrans. It could be that "no bridge" will be the best alternative, but as this letter reads it does not rule out that possibility.

M. Goebel asked that the committee address who should receive the letter besides Caltrans. The Chair said that a copy should be directed to E. Willis for information only - official action will only come in response to a full harbor safety committee report.

J. Lundstrom reported that BCDC, as the state agency which must issue Caltrans the necessary permit for the bridge, has been asked to comment. BCDC staff read the draft EIR and Risk Management Report. Caltrans looked at several alternatives which were thrown out prior to the presentation of the four alternatives now under consideration. BCDC is of the opinion that the east bridge/south toll plaza, with adequate vertical and horizontal clearance is the best alternative. A. Krygsman stated that this committee is not ultimately deciding where the bridge goes.

D. Adams moved to send the letter as drafted, A. Krygsman seconded. There was no objection and the motion passed unanimously. The letter will be copied to all committee members, who will further distribute it.

8. PLANS SUB-COMMITTEE, A. Nothoff. The sub-committee will meet on February 27, 10:00 a.m. The sub-committee members will work closely with the chairs of the other sub-committees, with each Plan Sub-Committee member responsible for coordinating with a designated sub-committee. The goal is to gather background information and rationale for recommendations and proposed guidelines. She noted that the Long Beach plan does not include this historical information and she believes that this committee should.

A. Nothoff asked E. Willis about the availability of CMA personnel to assist the Plan Sub-Committee in gathering and reviewing material and drafting a plan. E. Willis responded that he has met with Mary Lyons, President of CMA. She has offered all the assistance that may be needed. However, E. Willis' staff has advised him that this may not be possible. He added that he will be sure someone is available.

9. TUG ESCORT SUB-COMMITTEE, R. Peters. The sub-committee was intentionally formed to consist of members that have no economic interest in tanker or tug operations. The sub-committee has received input from a wide variety of sources and through participation in public meetings. Given the state's finding that tug escorts will be beneficial, the sub-committee offered its Interim Report, Guidelines for Tug Escorting, for comment. R. Peters proceeded through the report, eliciting input section by section.

9. Section 1: Geographic Scope. A. Krygsman asked how far the jurisdiction of the Harbor Safety Committee extends. E. Willis responded that it encompasses everything from the bar to Sacramento and Stockton. Krygsman noted that the committee has no representatives from Antioch or Martinez. The Chair responded that the Port of Stockton acts as a representative for those waters and ports.

D. Arnett asked if zone 6 includes Pinole Shoal Channel. R. Peters responded that it is in zone 5. D. Arnett asked if the narrow channel through San Pablo Bay was addressed. R. Peters answered that sources reported to the sub-committee that there was no way a tug escort could respond rapidly enough to keep a ship out of the mud in that area. There are no hazards, such as bridges, hence there would be no benefit to a tug escort. D. Arnett stated that there is more traffic and more bridges in the Southampton Shoal Channel. C. Bowler answered that part of the rationale is that you are slowing down in that area, with Angel Island being more of hazard than the flats.

**Harbor Safety Committee of the San Francisco Bay Region**  
**February 13, 1992**

The Chair noted that the sub-committee had determined that it was better to study zoning rather than full time escort.

Burr Heneman, Center for Marine Study, complimented the sub-committee on their work and product. He added that there is a need for background material and reasoning to substantiate the recommended guidelines and demonstrate the consideration given. He suggested that this information be included in the final plan, perhaps not in extensive form, but with some data included. This would not only be of value to the committee, but would serve as a record in the future when those who have done this initial work and study are gone. He added the concern that plans for areas along the state coastline should fit together, with clear information as to why some things are regulated in one port but not in another.

The Chair noted that SB 2040 requires that this committee should adopt guidelines as soon as possible, and that these guidelines be sent to the Administrator prior to completing of the committee report and plan.

J. MacAulay questioned the exclusion of San Pablo Bay from areas requiring a tug escort, citing the fact that since a tug will be there before and after that area and the shipping company will be paying for one tug all the way. R. Peters responded that the committee's recommendations are driven by the need for oil spill prevention and not by current tariff structures. He added the belief that the guidelines should not move away from zoning. While certain tugs may cover certain areas and positions, the sub-committee is not trying to dictate commercial practice. J. Mes noted that there are currently "up river" and "down river" tugs. M. Goebel added that the zoning plan allows an operator to have a tug accompany them through the shoal.

Gail Skarich, Sanders Towboat, stated that in the description of zone 6, "east of Light 15 . . ." is not explicit enough. M. Goebel asked if Baldwin Ship Channel is included. C. Bowler responded that everything from the pilot station to Avon is included. R. Peters added that the intent was not to "leave out the centers" of the zones and verbiage can be added if it helps clarify things.

B. Heneman asked if the term "escort" needs to be defined, i.e., how close in front or behind, etc. R. Peters responded that these restrictions were consciously left out, along with requirements for when a tug should be attached, etc. These considerations were left to the master and pilot to determine conditions that relating to safety concerns; the sub-committee was not trying to do their job. J. Faber added that it is tough to separate "assist" and "escort".

J. MacAulay asked for a definition of tug "on standby status" when a ship in zone one. J. Faber responded that "standby" means when a ship is at the pilot station, there shall be an escort at the ready; a substantial amount of defining and wording will be addressed by attorneys when the recommendations become law. A. Thomas stated that it means a tug shall be manned and ready immediately, as opposed to in two to six hours. J. Faber added that zone 2 tugs would be on standby but not at the station. M. Goebel expressed the opinion that three miles is close enough. R. Peters stated that the sub-committee does not intend to second guess tug operators, who will want to stay out of channels and squalls. The important thing is to be ready.

A. Krygsman asked, "Why three miles?" R. Peters responded that seemed close enough to be at the ready. M. Brown added that it takes one hour to get from station to the bridge; three miles puts a tug 15 minutes to the bridge.

10. Section 2, Environmental Conditions: The question was asked, "Would visibility, etc., be addressed by another sub-committee, like Aids to Navigation?" R. Peters answered, "Yes."

**Harbor Safety Committee of the San Francisco Bay Region**  
**February 13, 1992**

11. Section 3, Regulated Vessels: D. Arnett asked why the figure 5,000 metric tons. R. Peters responded that it allows a differentiation between a vessel in ballast and a vessel laden. It provides for all bunkering operations to continue on unregulated vessels. It covers barges carrying cargo. D. Arnett stated that it includes barges coming in on hauser. Many such barges are unmanned. Putting men on a barge as it comes in under the Golden Gate could be dangerous. R. Peters responded that sources stated that it could be done and, in fact, is done now. D. Arnett replied that it is dangerous; a tug must stop and maneuver alongside. J. MacAulay added that zone 1 requires two people. Harding Rock by Alcatraz is where Crowley puts people on barges to make up assist tugs.

Bjorn Svenningsen, Sunrise Shipping, stated the opinion that the section should refer to "liquid" rather than "petroleum products". A. Thomas added that the Code of Federal Regulations defines products. R. Peters responded that the sub-committee's focus was oil as stated in SB 2040. E. Willis stated that there is a definition in SB 2040 for oil, "any kind of petroleum, liquid hydrocarbons, or but not limited to, crude oil, bunker fuel, gasoline, diesel fuel, aviation fuel, oil sludge, oil refuse, oil mixed with waste, and liquid distillates from unprocessed natural gas." D. Arnett suggested that the harbor safety plan could say "oil as defined in SB 2040".

M. Goebel stated that MTBE is not covered in that definition and this area will be a major importer. R. Peters expressed the opinion that the initial focus should maintain consistency with SB 2040 and perhaps such additional items could be addressed later. A. Nothoff asked if there was reluctance to include chemicals. R. Peters responded that the focus was oil. The Chair stated that when the sub-committee was developed, the focus was oil. The focus should be on SB 2040 for interim consideration. This definition can be expanded later. D. Adams asked if OPA 90 focuses on anything other than the same substances as SB 2040. M. MacDonald responded "No." E. Willis agrees that the interim plan should focus on "oil", with the overall report to address other areas. A. Krygsman recommended that the guideline read such that crew members are on standby for receiving lines and anchoring, rather than requiring different crew members for these two tasks. D. Arnett stated that this approach may preclude creative thought; perhaps it would be better to say receive lines and leave it up to operators how to do it. Tests could be conducted periodically, with perhaps a time limit of three minutes to complete the task. M. Goebel asked if this means that with three tugs, there would have to be nine men to handle lines. R. Peters responded, "Yes." M. Goebel asked, "Who's driving."

12. Section 4, Speed Limit: G. Skarich asked who sets the maximum speed. Without clarification, tugs with the most speed will get jobs; tugs with speed are not the best pushers. R. Peters stated that for maximum safety, you can't say tankers can only go 5 knots. The intent is that tankers shall not outrun their escort. G. Skarich noted that how close the tug(s) should be is not defined. R. Peters responded that this is up to the master, pilot and tug operator. The exact placement is not being established, but rather minimum standards are set. B. Heneman suggested the maximum speed for a vessel under certain conditions be set. R. Peters responded that a tug may be able to go 20 knots, but in a certain situation may only be going 10 knots and would be outrun by a ship going 20. A. Krygsman suggested taking out the word "maximum". D. Arnett asked what would make tug companies upgrade their tugs if the guidelines don't require that they keep up with vessels. R. Peters responded that upgrading would be a result of tug companies' commercial concerns.

D. Adams stated that the plan should make references to other sections, such as VTS, Code of Federal Regulations, etc.

13. Section 5, Minimum Requirements for Escort Tugs: R. Peters noted that this is one of the areas where the committee is not comfortable with the work done to date and the information available; technical assistance will be required to properly address the issue. J. MacAulay asked what the Central Clearinghouse is. R. Peters referred him to Section 8.

**Harbor Safety Committee of the San Francisco Bay Region**  
**February 13, 1992**

Leo Brien, Pacific Merchants Shipping Association, asked what the situation would be in the event a regulated vessel approaches a zone that requires an escort and tugs are not available. R. Peters responded that the ship would not enter the area. L. Brien asked, "What if that is more hazardous than moving?" R. Peters answered that in an issue of an emergency nature the escort requirement could be waived, but the committee has not focused on how to override the guidelines.

From the floor: "Would the engineer qualify as a deckhand or other crew member?" R. Peters answered that an escort requires the highest level of readiness, a higher level than on a tug assist, so the answer is no.

14. Section 6, Minimum Requirements for Escort Tug Crews: R. Peters reported that California Maritime Academy is prepared to put on a training program. M. Goebel asked why firefighting, etc., is included in required training when the main purpose is tying lines. R. Peters responded that the focus is on experience. Currently anyone can find themselves on a tug handling lines. A short training program would allow the personnel to understand what is going on around them in an emergency situation. The sub-committee consciously applied this type of training to escort deckhands, all except the cook. J. MacAulay, if you go to deckhand, you should go to all the crewmembers. R. Peters agreed and the recommended guidelines will be amended. J. Faber added that the engineer is not a line handler and has other jobs, he also stated that this training requirement should apply to all licensed deckhands. A. Thomas suggested that basic certification be required. M. McMillan asked why the recommendation requires a minimum of 120 days experience when it only takes 90 days experience to get a seaman's card. Gerald Waitz, Inland Boatmen's Union, M. MacDonald and J. Faber all stated that a card can be gotten in one day.

M. McMillan addressed the issue of a drug and alcohol program and asked why one has not been included in the guidelines. R. Peters responded that drug and alcohol use is already covered in law. M. McMillan stated that there are no regulations for testing crewmembers for alcohol on a random basis. R. Peters responded that, in developing guidelines, the sub-committee did not rely on the passage of federal legislation. They tried to stay within the state's ability to implement. Drug and alcohol abuse may be an issue for the full committee to address and not, per se, an escort issue. M. MacDonald noted that federal regulations require pre-employment, random and post-casualty testing for drugs. OPA 90 institutes a driver's background test for DUI's in connection with the issuance of a merchant mariner's license. It is possible that random boardings could also include testing; M. MacDonald will check OPA regulations in this regard.

A. Groh expressed the opinion that, by limiting the 120 days experience to experience on tugs only, you rule out many qualified seamen who have been hard hit by the recession and the demise of the merchant marine. R. Peters responded that this was done intentionally to be sure the personnel in the escort program has minimum skills. Employment in the escort program is not meant to fill gaps caused by economic factors. D. Arnett added that someone holding the AB seaman certificate has more qualifications than those listed in this section. G. Waitz stated that, in all due respect, working on a tug is a very different life from that on a ship. J. Mes added that tug escort work will not be the only tug work on the bay, so there will be ample opportunity for seamen to take other jobs to gain the experience necessary to work on tug escorts. A. Groh stated that the qualifications, as proposed, leave out CMA graduates and the nucleus of seamen. R. Peters stated that the sub-committee will take the information and opinion offered in this discussion under advisement.

15. Section 7, Formula for Matching Tugs to Vessels: R. Peters noted that this is another section where the committee needs help in order to get the necessary technical data. A. Nothoff stated that this has been done elsewhere. R. Peters answered that it has not been done in the Los Angeles area and when it was done in Puget Sound, horsepower was used, not bollard pull. The input the sub-committee has received leads them to believe that bollard pull is the most important factor. The sub-committee needs the expertise of a naval architect or consultant to properly address this issue. J. Lundstrom asked if the formula derived in connection with this work will lead to a statement as to the number of tugs needed. R. Peters answered that the formula will lead to

## Harbor Safety Committee of the San Francisco Bay Region

February 13, 1992

a description stating that a certain amount of pull is required for a certain dead weight tonnage. Then the commercial entities can make the decision as to which tugs to employ.

D. Adams asked if channel width and depth would go into the formula. R. Peters responded that in this area we are generally dealing with a shallow body of water, but it will be a part of the formula.

J. MacAulay stated that bollard pull is not the only consideration for escort work; response equipment is needed. R. Peters agreed and stated that specifications for equipment is a factor that the sub-committee has not yet received enough information about. J. MacAulay asked if the sub-committee had arrived at any ideas as to what bollard pull and equipment would be recommended. R. Peters responded that there have been a variety of opinion expressed. J. MacAulay asked where the naval architect/expert would come from. The Chair turned to Sandy Jones, APL, and asked if APL had such a person. S. Jones responded, yes, personnel could be made available on a volunteer basis, not to administrate but to develop a formula.

16. Section 8, Central Clearinghouse: R. Peters stated that this was probably the wrong label for the function, but the general idea is outlined in the section. L. Brien asked if this organization would also develop emergency situation guidelines. R. Peters answered, possibly. L. Brien asked for a definition of "present itself". R. Peters responded that it is a nautical term meaning to establish radio contact and identify self. B. Heneman stated that this should not be a dispatching house as that is a commercial relationship. R. Peters responded that the intent was not to establish a new level of bureaucracy, but rather to create an information source, like the Marine Exchange. T. Hunter stated that an agency would let the CC know what was coming and what escort tug was selected; things would be much as they are now. B. Svenningsen asked how the CC would be funded. R. Peters answered that the sub-committee was not addressing commercial issues. R. Peters stated that the sub-committee's focus was on guidelines to avoid and respond to spills and not to address pricing, etc.

J. Mes noted that there was an attempt to test bollard pull two years ago, involving customs, the pilots and the Marine Exchange. Much of what is tasked to the Central Clearinghouse is already in place at the Marine Exchange. M. Goebel stated that, concerning economic impact, the committee is charged by SB 2040 to do these things as an additional expense to industry.

Section 12, Bow Thrusters: R. Peters stated that more information on bow thrusters may result in changes to the recommendations. B. Cappasso, regarding the difference between escort and assist; an escort can assist but an assist tug cannot escort and the same may apply to bow thrusters.

17. Section 13, Double Hull Vessels: D. Arnett stated that Chevron has five double-hull vessels that have been here for 15 years and which meet OPA 90 criterion. Chevron also has several under construction. He asked if something should be done to give incentive construction of that type of vessel. M. Goebel noted that Exxon has one double-hull vessel that lives here. D. Arnett suggested that some verbiage be added that leaves the door open to technological developments. R. Peters stated that SB 2040 incorporates the intent of industry to improve, but it would not harm to so state in the harbor safety plan. E. Willis noted that the harbor safety committee is required to annually update the plan.

Warner Chabot, manager of a program for six local counties, four of which front on the bay, introduced himself. He expects these six counties to be supportive of these recommendations and will review them for further input.

18. The Chair noted that the Marine Exchange is already a "Central Clearinghouse".

**Harbor Safety Committee of the San Francisco Bay Region**  
**February 13, 1992**

19.S. Jones returned to discussion of input from APL's architect. T. Hunter asked how the committee will proceed on specifications. R. Peters stated that APL's help will lead to a formula. He asked S. Jones if APL could address equipment. S. Jones stated that their staff did not have expertise related to tugs and tug equipment; perhaps someone else. The Chair asked where that type of assistance should come from. R. Peters added that the factors of mass, equipment and maneuverability should be included. S. Jones stated that his naval architect, Tom Winslow, will give the benefit of his knowledge, but that may not be enough regarding tugs. He added that Exxon and Chevron have naval architect and both companies have built tugs. The Chair noted that getting a contracted aid would take months and suggested that the committee pursue the matter with the expertise at hand.

20.M. Goebel asked where the Tug Escort Sub-Committee is going. R. Peters stated that the sub-committee will work to resolve the two issues for which they need technical assistance. They will then develop the basis for a report, which will be put before the full committee. B. Cappasso asked what the anticipated date of implementation is. R. Peters stated that the sub-committee will have its report by the next full meeting. A. Nothoff asked who has received copies of the sub-committee's recommendations. T. Hunter responded that, to date, they have only gone to committee members. They will be distributed with the minutes of this meeting and to any additional parties not on the minutes distribution list at the pleasure of the committee. A. Nothoff recommends that a they go to a broader list now. It was agreed that this will be done.

21.A. Krygsman asked if the sub-committee is asking for public input at this time and, if so, to whom should comments be directed. R. Peters will accept input and in two weeks there will be a public sub-committee meeting for review. J. Macaulay asked what the timeline is for the interim report and guidelines. The Chair responded that next month a document will be prepared and submitted to the full committee for adoption. This document will be inappropriate for the final plan but will serve as an interim report. He asked E. Willis for his opinion. E. Willis concurred that this is exactly the way it should be done. The interim report will be used by Fish & Game to adopt emergency interim regulations and the harbor safety plan, when completed, will then be used for final regulations. Fish & Game will have to have a public hearing on proposed interim regulations and, because of all the groundwork that has been done, E. Willis expects it should go smoothly. J. Macaulay stated that the sub-committee has already had considerable input and asked if the document, other than the two open issues noted, is ready for adoption. The Chair responded that there are still several issues for the sub-committee to get into with adoption by the full committee scheduled for the March meeting. The Chair reads the committee as ready to adopt the interim guidelines after the sub-committee has addressed the open issues and held a public meeting, to be followed by the March public meeting of the full committee. When adopted, the interim guidelines will be mailed to Fish & Game. E. Willis noted that someone from Fish & Game will be assigned to attend the public sub-committee meeting and the full committee meeting in March.

22.UNFINISHED BUSINESS. C. Bowler reported on the PORTS project. NOAA is ready to proceed with a Q & A study to identify areas needed in the larger study. Presently, the funds for this initial study are not identified. The resolution for support of the project, to go to the California Congressional Delegation, was distributed to the member of the committee. A. Krygsman moved to approve the resolution. The motion was seconded and unanimously passed. M. Brown noted that, at the last meeting of the full committee, there was a unanimous vote to request the funds for an initial study from Fish & Game. E. Willis will take the copy of the draft resolution, as approved today, to Fish & Game for review. M. MacDonald pointed out that the resolution does not address the \$50,000 for the initial study. The Chair will prepare a letter to Fish & Game to request the funding for the initial study.

The Chair distributed a copy of the letter sent to Peter Bontadelli regarding appointments to the State Pilot Commission.

23.PORT CAPTAIN'S REPORT. M. MacDonald reported that there have been several incidents since the last meeting. The tug "Terminator" sank in several feet of water. The weather precluded immediate response



**Harbor Safety Committee of the San Francisco Bay Region**  
**February 13, 1992**

and the tug was too far out for a collection effort. The OVERSEAS BOSTON lost a barrel of oil and it was investigation of this incident that resulted in the helicopter crash in Contra Costa. A number of sheens have appeared because of the weather, with city-type run off. There is nothing that can be done with these.

OPA 90 Port Area Committees have not as yet been delegated by the Commandant. Headquarters is working on consistency with all other efforts. A national response equipment data base is proceeding. Locally the Coast Guard is working on scenarios. The Coast Guard met in Long Beach on a pre-port area committee meeting.

In connection with review of the Tampa Bay PORTS, the Coast Guard went to St. Petersburg. There the pilots carry cellular phones to dial PORTS and the computer terminal in the main Coast Guard station, which is the information source.

There is a study of risks on the bay being conducted with surveys going out to all who may have a contribution. The survey was distributed to all present. T. Hunter added that the survey has been distributed to the committee's full mailing list. A. Nothoff asked if the committee should respond as a whole. M. MacDonald responded that, historically, more information is gathered from individual responses.

D. Adams requested a change to the minutes of the previous meeting to delete the sentence in the discussion of the Port Captain's report crediting D. Adams with saying that the agencies which were non-responsive to calls regarding a spill were federal. He did not say that.

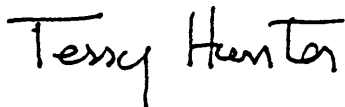
B. Block noted that the Marine Exchange Harbor Safety Committee studied near-misses and this study should be reviewed, as it gives information on what can happen. Also investigated was the pilots complaint of limited visibility from ship's bridges. The Chair stated that the Marine Exchange advisory committee referred to is still in existence. However, the issue of visibility from a ship's bridge is not the purview of this committee, because the focus of SB 2040 is oil spills and it is cargo carriers, not tankers, that pose a visibility problem. Concerns related to that issue should be directed to the Marine Exchange Harbor Safety Committee.

A. Nothoff asked how the wider geographical areas not covered by the established SB 2040 harbor safety committees will be addressed. E. Willis responded that Fish & Game will fill the gaps and will work with the Coast Guard. He added that vessel traffic patterns and near-misses must be looked at by this committee and Fish & Game regulations people will be attending meetings to do this.

24.NEXT MEETING. The next meeting of the full committee will be held March 12, 1992, at 0900, at the Port of Richmond, Marina Bay Boathouse.

25.The meeting was adjourned at 12:40.

Respectfully submitted,



Terry Hunter  
Executive Secretary

