

MINUTES

HARBOR SAFETY COMMITTEE

of the San Francisco Bay Region

9:30 a.m., Thursday, February 11, 1993

Commissioner's Board Room, Port of San Francisco, Ferry Building, San Francisco, CA

1. The meeting was called to order by Chairman, A. Thomas, at 9:40. The following committee members or alternates were in attendance: James Faber, Port of Richmond; Alexander Krygsman, Port of Stockton; Roger Peters, Port of San Francisco; Joseph Gadsick, Benicia Industries, Inc.; Margo Brown, National Boating Federation; Dennis Arnett, Chevron Shipping (alternate for Morris Croce); Dwight Koops, Exxon Shipping; John Gosling, Matson Navigation; Bob Clinton (alternate for James Macaulay), Harbor Tug and Barge Company; Mary McMillan, Westar Marine Services; Burr Henneman (alternate for Ann Nothoff), Center for Marine Conservation; Joan Lundstrom, San Francisco Bay Conservation and Development Commission; and federal government representatives, Captain J. M. MacDonald, CMDR. Thomas Dolan, and Lt. CMDR M. Steinhilber, U. S. Coast Guard. Also in attendance from OSPR, Bud Leland, and a number of attendees from the general public.
2. J. McCarthy noted that a quorum was present.
3. MINUTES of the previous minutes were corrected. A. Thomas noted a typographical error on page 1, under the Tug Escort Sub-Committee report. In line 5 the word "takèrs" should be "tankers." J. MacDonald referred to page 3; "McGreg" should be "R. Naccara." It was moved by M. Brown and seconded by B. Henneman to adopt the minutes as written.
4. The Chair expressed his belief that this committee has come a long way in spite of some criticism in Sacramento of OSPR by the legislative oversight committee. The legislators did not intend to be critical of the many volunteers who have devoted substantial amounts of time to the efforts of the harbor safety committees. But there is good cause to continue to move along at the pace that has been maintained to date thanks to the hard work of committee members and the interest of the public, which indicates the depth of awareness of the sensitivity of the issues involved in the San Francisco Bay Area.
5. The Chair reported on the condition of T. Hunter who suffered a cerebral hemorrhage last Thursday night. His recovery has been slow but steady and he has regained his speech. He will be moving to Kaiser in Vallejo for intensive therapy and is expected back in six to eight weeks.
6. The Chair expressed his thanks to A. Nothoff for conducting the January meeting in his absence.
7. COMPETITIVE ASPECTS OF THE PLAN SUB-COMMITTEE. J. Gosling submitted draft language which was distributed and is made a part of these minutes. The original draft of the harbor safety plan was called to task because it did not include a section on competitive aspects. MOTION by J. Lundstrom, seconded by B. Henneman, to accept the language as presented and include it in the plan.
9. R. Peters asked if companies in this plan area (the San Francisco Bay region) will be disadvantaged compared to other plan areas, since our attentions have only been focused on this plan area. D. Koops responded that he had shared information with Houston and does not feel there are disadvantages given the overwhelming safety issue and the possibility of catastrophe. The chair echoed that sentiment, stating that every state and every port on the entire Pacific Rim is going through the same process.
10. The chair called for a vote on the Lundstrom/Henneman motion. The motion passed unanimously.
11. PILOTAGE SUB-COMMITTEE. A. Krygsman submitted a letter outlining recommendations adopted at the sub-committee meeting held on December 3, 1992 which is made a part of these minutes. Recommendation #2: The California Harbor and Navigation Code, Section 1179 regarding use of shipping company employees should be amended to read: "Notwithstanding any other provisions of this division, any shipping company which regularly employed its employees, or expressed its intent to the board to use its employees, for piloting vessels on the Bays of San Francisco, San Pablo and Suisun on or before July 1, 1983, may employ its employees in that manner in lieu of pilots provided under this Chapter, these employees shall hold a master's license with pilotage endorsement and have made at least 20 trips as pilot trainee or observer on vessels over the routes to be piloted within a one-

Harbor Safety Committee of the San Francisco Bay Region
February 11, 1993

year period." MOTION by A. Krygsman, seconded by J. Lundstrom to accept the recommendation. J. Lundstrom asked if "master's license with pilotage endorsement" is a standard term in federal law. A. Krygsman responded yes. B. Clinton stated that the towing industry has some concerns about requiring a pilotage endorsement, adding that there is no proof that requiring a pilotage endorsement will increase safety. He referred to the American Waterways study which demonstrated the competency of towing vessel operators. He noted that Crowley has a list of those who can do the work based on local knowledge and added that it is hard to get people with 35 years of experience to go back and get this type of endorsement.

12. A. Thomas stated that Section 1179 of the Harbors and Navigation Code talks to a couple of oil companies who wanted to the right to continue to use their docking masters under state code. It does not apply to tug masters who are self-certified. D. Koops stated that completing 20 trips is required once in one year and not every year. Basically, we will continue to do what we do now. M. McMillan noted that there is some confusion in the order of presentation of the sub-committee's recommendations, i.e. #1 on the agenda is #2 in the sub-committee presentation. The Chair called for a vote and the recommendation was accepted unanimously.

13. Recommendation #1 (item #2 on the agenda) addresses the U. S. Coast Guard amending 46 C.F.R. 15.812 to change the provision for pilotage requirements by changing the limit of 10,000 gross tons for tank barges as stated in 46 C.F.R. 15.812(e) to "not more than 5,000 long tons of oil or other petroleum products as cargo." A. Krygsman referred to two letters from The American Waterways Operators, the second of which was received yesterday and was distributed at this meeting. He addressed two points in the 2-10-93 letter. First, the letter states that we are requiring pilots. That is not the issue, we are recommending licensing, i.e., recommending that operators be "fully qualified" - self certification is not enough. The second point, A. Krygsman was at odds with is the contention that a recommendation should not be made because it is unproven that pilots provide the best achievable protection. He stated that there are many recommendations in the plan that do not have a to-date proven effect on safety, such as putting racons on the bridge. There is no proof that this will keep a vessel from hitting the bridge. In fact, no vessel has ever hit the bridge. That criterion is invalid and would go to much of the plan. A. Krygsman asked that, even if the committee votes not to accept this recommendation, it should be made clear that proving the effect of a recommendation is not a criterion for making the recommendation. MOTION by A. Krygsman, seconded by J. Lundstrom to accept the recommendation as stated.

B. Clinton stated that he takes exception to the concept that self-certification is not enough; there is still U. S. Coast Guard oversight. The only result of requiring a pilotage endorsement on a master's license would be to require that licensees complete the chart sketch test. Licensees are already required to make the 20 trips into each port. A. Krygsman responded that the requirement is 15 trips in some ports, and varies from port to port. Chief Attaway, USCG, noted that the requirement is 15 round trips on all major routes and 8 on sub-routes; this will be simplified shortly. B. Clinton asked how long it takes to pass the chart sketch test. Chief Attaway responded, one to two months for each sketch. B. Clinton stated that this is an added burden and requires a tremendous investment of time. Some operators must quit work for three months to complete the sketches. If this is a requirement, work will all stop while we wait for the operators to fulfill the requirement. M. McMillan stated that the federal requirement of oversight over self-certification in OPA 90 has made it imperative that tug companies comply. There is no proof that tugs and barges have caused any accidents such that the lower limit of 5,000 long tons is necessary.

15. A. Thomas stated that the history of this issue goes back several years when the Coast Guard determined that complied with on barges, etc. It was a strong economic issue, not an issue of safety, i.e., the added cost of hiring a pilot rather than using a tug operator. The American Waterways Operators, with a heavy lobbying effort, wanted a 20,000 tons upper limit for exemption. The U. S. pilot association wanted no lower limit. The Coast Guard arbitrarily cut this range in half, arriving at the 10,000 ton figure. When this issue came to the Harbor Safety Committee, the Pilotage Sub-Committee looked at it from a safety standpoint. A. Krygsman reiterated the opinion that if you reject a recommendation because there is no proven need, that same contention can be used for escort tugs. If this recommendation to reduce the tonnage exemption requiring a pilot on a barge is rejected, we must clarify our reasoning for such a rejection of the recommendation. B. Henneman stated that he has been looking for a response to Clinton's concerns. Henneman sees meeting the pilotage endorsement requirement as a one-time inconvenience which could be phased in. A. Krygsman stated that the sub-committee could not identify anyone in the San Francisco area who would have to do anything as a result of this recommendation at this time. He added that 80% of all accidents are a result of human error. If you agree that escort tugs are needed, you should also strive to prevent human error. A. Thomas added that there are no tug operators of barges in the 5,000 to 10,000 tons range that don't meet the qualifications in this area. The question was asked in sub-committee meetings three times and no one came forward. A. Krygsman noted that he would have changed the requirement for tug escorts to 10,000 tons to match this recommendation, but no one else agreed. The final vote in sub-committee was to offer this recommendation as stated. J. Lundstrom stated that she doesn't find the argument persuasive that one in a particular profession should not have to go back and meet more stringent requirements of law. In all professions, people have to go back and upgrade their knowledge and qualifications.

Harbor Safety Committee of the San Francisco Bay Region
February 11, 1993

16. P. Bjorn-Hansen, Marin Tug and Barge, stated that there should be a differentiation between local barges and barges from outside the area, adding that a person who has been trading on the bay for 20 years is no more qualified because he can draw a map. A. Krygsman stated that the sub-committee did not make that assumption. The sub-committee is saying that self-certification is not enough and there should be licensing requirements. It is the Coast Guard who determines the licensing requirements. He added that it is not a question of qualifications, only a question of the self-certification of local knowledge and there is the issue of outside barges. P. Bjorn-Hansen stated that Marin Tug and Barge approached the pilots a year and a half ago, asking pilots to sail with Marin's people and evaluate how they operated. A. Krygsman repeated that the sub-committee is not saying how licensing should be structured, it is the Coast Guard that sets requirements. B. Clinton replied that that means the map sketch. A. Krygsman responded that if the requirements need to be changed it should be taken up with the Coast Guard. B. Clinton stated that he doesn't see the correlation between pilotage and escort. It is a mechanical failure that necessitates the services of an escort. A. Krygsman responded that pilotage is more important than escort because 80% of all incidents are the result of human error. B. Clinton agreed that most accidents are a result of human error but disagrees that adding the pilotage endorsement requirement will change that; tug companies would prefer to use their own staff. P. Bjorn-Hansen suggested moving in a more positive direction. He disagreed that completing the map sketch would increase safety and instead suggested working to get a simulator for this area. That would result in training programs that do make sense.

17. A. Thomas directed the attention of the committee back to the recommendation and motion at hand. J. Gaidstick asked how the Los Angeles/Long Beach Harbor Safety Committee's plan addressed this issue. B. Leland responded that they were silent on the issue. B. Clinton referred to the exemption limit being lowered from 10,000 gross tons to 5,000 long tons. Crowley figures 8,000 gross tons equals 16,000 dead weight tons. This goes from gross tons to tons of cargo. The Chair called for the question. The motion passed with 8 yes and 3 no.

18. MOTION by A. Krygsman, seconded by M. McMillan to accept the Pilotage Sub-Committee's recommendation #3, setting required underkeel clearances at (a) 10% of the draft for vessels west of the Golden Gate Bridge; (b) two feet for vessels under way east of the Golden Gate Bridge; and (c) vessels at berth, always afloat. J. Dabbar, ARCO, asked if there was a discrepancy between the recommendations and the current San Francisco Bar Pilots' recommendations. J. Gosling that Chevron requires 3' east of the bridge and would find "always afloat at berth" unacceptable. J. MacDonald stated that east of the Golden Gate Bridge would include Stockton and Sacramento and added that this stresses the need for PORTS. J. Lundstrom noted that the Corps of Engineers recommends 3' clearance with a hard bottom and 2' otherwise. A. Krygsman responded that if the committee wanted to differentiate for the rivers, the recommendation could be 3' for them. A. Thomas stated that we are talking about minimums.

19. A. Krygsman suggested that the committee adopt the under keel clearance recommendation as written and then make it more stringent if that is insufficient. J. Dabbar repeated that ARCO uses 3'. If the recommendation does not state 3', the less prudent will go as skinny as allowable. J. Lundstrom suggested that an alternative would be to set the minimum at 3' in the bay and 2' to Stockton/Sacramento. R. Peters asked if these regulations would apply only to tankers and not commercial vessels. A. Thomas responded yes; but they may in the future apply to all because commercial vessels carry more than 5,000 long tons of fuel. B. Henneman asked what the policies of Exxon and Chevron are. D. Koops responded that Exxon is as conservative as ARCO and that the committee should look to the plan document to police the less conservative operators rather than setting minimum standards. M. McMillan stated the opinion that 3' clearance is better because we don't have good data on depth at MMLT many places in the bay. B. Clinton agreed that the regulations are not for ARCO, Exxon and Chevron, etc., but rather to keep the others at the same standards set by ARCO, Exxon and Chevron. B. Henneman stated that he is hearing a lot of people with knowledge of the subject saying 3'. The Chair stated that perhaps the issue should be remanded back to the sub-committee for further consideration. The motion to adopt the recommendation was withdrawn by A. Krygsman.

20. ENFORCEMENT SUB-COMMITTEE. J. Mes was not present to report, however J. McCarthy of the Marine Exchange read a report from the sub-committee which had been faxed to the Exchange. The Enforcement Sub-Committee made the following recommendation: "Since the Coast Guard is the primary enforcement agency for federal law, and the Department of Fish and Game is the primary enforcement agency for state law, and the goal is compliance, not citations, it is critical that the two agencies work together to coordinate with each other, and with other state and local agencies their policies and procedures. This will ensure minimum redundant activities such as vessel inspections, and maximum enforcement of all federal, state and local regulations." The Chair asked for a motion to accept the report and read and adopt the recommendation. MOTION by J. Gaidstick, seconded by A. Krygsman. B. Clinton noted that in the report, paragraph #3, where it says "tanker" the term should be expanded to include barges. Arnett proposed "tanker" be changed to "any regulated vessel". J. Lundstrom made a correction of fact to the first paragraph of the

Harbor Safety Committee of the San Francisco Bay Region
February 11, 1993

report, adding that there is a PG&E facility at Pittsburg. She note that the recommendation of the sub-committee is similar to the language in the Harbor Safety Plan and is a restatement of that.

21. J. Dabbar asked if the Marine Exchange would explain what operators will have to do, i.e., what they will have to report and what they will not be required to report. J. McCarthy responded that tanker operators would be required to give the Clearing House 24 hours advance notice of an arrival, including the vessel's call sign, Lloyds's number or official number, date and time of arrival, destination, the name and phone number for a 24-hour contact person and the tug(s) hired. The tanker operator would be required to contact the Clearing House four hours prior to arrival with any changes. J. McCarthy noted that a copy of the document which will go out to all operators and those interested covering this information is being distributed at this meeting. He added that, in the event of an aberration, the Clearing House/Marine Exchange would report to the command center. J. Dabbar asked what would happen if a tug company substituted another tug for the one reported. J. McCarthy responded that the tanker operator was responsible for notifying the Clearing House of the change. B. Clinton stated that it is no problem to assign a tug and notify the Clearing House. J. McCarthy agreed and added that it can be left open if the tanker operator decides that a tug company can substitute a tug and notify the Clearing House. B. Leland asked if J. Dabbar had asked if the Marine Exchange would assign a tug. J. McCarthy responded no; he was asked who the Clearing House would go to if the assigned tug was not available when the tanker arrived. D. Arnett stated that nothing changes if the tug on the job meets the requirements. B. Capasso asked where the liability lies of a tug company hires another tug company to do a scheduled job. J. McCarthy responded that the Marine Exchange/Clearing House would call the tanker operator to verify approval of the substitution, even if the substituted tug had sufficient bollard pull. D. Arnett stated that the issue is, if the tug on the job meets the requirements, legal obligation has been met; the Exchange could notify the operator as a courtesy.

22. M. Glazer asked if the "Notice to All Interested Parties" being mailed to the Harbor Safety Committee mailing list would cover all who enter the bay. J. McCarthy responded no. He will sit down with Marine Exchange staff and make every effort to compile a list of all companies that have, or may in the future, call to San Francisco Bay and distribute the regulatin information to them.. M. McMillan asked if the pilots will have a list of what tugs are available and certified. J. McCarthy responded yes, noting that the original list is included in the San Francisco Bar Pilots Port Safety Guidelines. A. Thomas added that each pilot will have small cards with the most important factors of the interim escort guidelines to give to the master of each tanker boarded.

CAPTAIN OF THE PORT'S REPORT, Captain J. MacDonald. J. MacDonald apologized for missing the last couple of meetings. His absence did not reflect a lack of interest, but rather conflicts on a federal level. He reported that the cooperation between USCG/OSPR/State Lands has been good. The agencies are in the early stages of refining memoranda of understanding. He noted that he had listened with interest recommendations to change Coast Guard regulations. The Coast Guard is governed by federal regulations and if the Harbor Safety Committee wants to modify regulations for the local area, this is new ground. Things are moving closer to regional regulations. Concerning boater education, he reported that the Coast Guard has gone to the Department of Motor Vehicles and gotten a list by zip code of all those who have registered a boat. The flotilla auxiliary will get out a mass mailing and a safety mailer will be included with license renewal packages. The auxiliary began fishing vessel safety inspections and everyone agrees the herring season went rather smoothly this year compared to earlier years. There were 41 incidents of pollution since the last committee meeting; most were small. Last night at Del Campo there was a spill from a stove leak. The matter was compounded by an inebriated owner who used dispersants (Joy) against instructions. There were also a couple of hazardous materials spills in Humbolt Bay in a transfer situation where an over fill alarm didn't work.

24. J. MacDonald then turned to M. Steinhilber for a report on Port Area Committees. M. Steinhilber stated that some areas of concern will be brought to this committee as a more appropriate forum. February 18 is the deadline for submission of vessel and facility contingency plans to the Coast Guard. To date, only one has been received.

25. J. MacDonald reported that a national organization has requested a sanctioned venue for a 100 mph power boat race in August, going from Jack London Square to under the Golden Gate Bridge and back to Jack London Square. They have come to the Coast Guard for permission. Because the venue cuts across so many boundaries, the Coast Guard has referred this group to other affected groups, for example pilots, ferry companies, etc. He asked if anyone had been contacted and there was no response. The Coast Guard wants a consensus from the community because the estuary would have to be closed. The race route crosses ferry routes at a ninety degree angle and would require shutting down the bay for the safety of board sailors and sail boat operators. He noted that the Fleet Week plan needs to come to this group for coordination, adding that there are real risks with big events. R. Addicott stated the opinion that harbor races are common and may be good for the community. He would encourage attempts to put this kind of g together. J. MacDonald responded that the Coast Guard cannot act in a vacuum because there are a number of political and ty issues involved. The Chair suggested that the race begin and end in Berkeley. J. MacDonald responded that the boaters have

Harbor Safety Committee of the San Francisco Bay Region
February 11, 1993

approached a number of ports and are looking for maximum viewing area from land. M. Brown stated that there are major sail boat races scheduled for the last week-end in August and added that she has the calendar of races ready for distribution. Several of the races scheduled throughout the year which have already received permits will be crossing ship transit lanes. J. MacDonald responded that there is no conflict between the power boat race in question and any scheduled sail boat race. M. Brown suggested holding a power boat race in the early morning since the wind doesn't pick up for sail boat racing until noontime.

26. P. Bjorn-Hansen asked what the cost to the Coast Guard to close and patrol lanes is. J. MacDonald responded that the permittee must provide their own lane safety boat(s). A skeleton Coast Guard contingent is on hand and auxiliary boats also assist. There is a cost, but efforts are being made to put those costs back on the permittees. A questioner from the audience asked if we might not parallel the Queen Mary to Catalina venue here, by having a race from Alcatraz to the Farrallones. J. MacDonald responded that important to the race coordinators to have the race highly visible from the shore. They lose a lot of backing if a race is not along the waterfront.

27. J. MacDonald reported that the Coast Guard had gotten an anonymous tip that a vessel was going to dump hazardous waste. The vessel was held until all the material could be removed properly. Charges could not be pressed because the vessel was still at dock and it would be difficult to prove intent.

28. M. Steinhilber reported that an area contingency plan for San Francisco Bay is well underway. There have been two area committee meetings since November and a number of key sub-committee meetings. The chairman of the area committee is a biologist with OSPR and the committee has been working to identify the sensitivity of the local environment, communication networks available and response capabilities for planning strategy. The next area committee meeting will be held 2-23-93 and the new oil spill contingency plan is scheduled to be ready the end of July. P. Bjorn-Hansen referred to reports that shoreside clean-up, specifically steam cleaning, is creating more damage than leaving the oil would cause. He asked if the Coast Guard is working on this problem. B. Steinhilber responded that guidance documents from the state have been issued outlining different strategies for different scenarios and areas. Local plans will go into the specifics of particular areas, facilities, etc. J. MacDonald noted that the port area committees are bringing together people with the latest information and strategies available. Public relations needs to be handled such that the public understands what is done and why it is best.

29. OSPR REPORT, B. Leland. OSPR is still looking into PORTS and held a meeting with representatives of NOAA, the Coast Guard and the Pilots. Support is still under consideration. OSPR has the Harbor Safety Committee's response to OSPR's initial review of the Harbor Safety Plan. A copy of the transcripts of the meeting to obtain public comment was delivered to the Chair today. Now begins a thirty day period for review of public comment. The Tug Escort Regulations have a life of their own. The Interim Tug Escort Guidelines went to the Office of Administrative Law on 2-9-93. The Administrator has made a request for voluntary compliance and a copy of that letter from P. Bontadelli to the Marine Exchange is distributed at this meeting. If the interim guidelines are accepted as emergency regulations by OAL they will go into effect immediately, followed by a hearing on their effectiveness within a period of 120 days. In the event the interim regulations do not go into effect as emergency regulations, the interim regulations will proceed through the normal process of OAL review.

30. D. Koops asked about a document brought to one of Exxon's ships by a pilot on 2-8-93 and asked what it was. B. Leland responded that he and T. Hunter of the Marine Exchange had attended the regular monthly meeting of the San Francisco Bar Pilots on 2-3-93. The document in question was most likely one presented to the pilots at that meeting to outline what will be expected and was distributed as a way to put industry on notice. K. Koops stated that the document was excellent but caused confusion over dates. B. Leland reported that, regarding the Permanent Tug Escort Regulations, OSPR will come back to the Harbor Safety Committee to jointly sponsor an informal hearing sometime before May 1 to solicit public comment. OSPR is looking at Coast Guard sponsorship of the American Society for Testing and Materials (ASTM) Tug Escort Task Group aimed at developing nationwide regulations. OSPR doesn't want to get too far ahead of that process, noting that the interim regulations have a two year fuse. A. Thomas stated that he received an ASTM draft report from the American Pilots' Association this morning. We are not too far ahead, but we are leading them. He note that there is a lack of input from the environmental community. J. Dabbar stated that he is on the subject committee and that this issue was addressed. Before any recommendations come from the task group environmentalists will be included. M. Glazer asked how to request an invitation and J. Dabbar responded that she should contact Bob Scott, OPA 90 coordinator.

B. Leland stated that OSPR's evaluation of pilotage on a statewide basis is to be initiated. Rough draft documents have been sent to the chairs of each Harbor Safety Committee. There will be a two-phased period of input: (1) harbor safety committees will be

Harbor Safety Committee of the San Francisco Bay Region
February 11, 1993

asked to provide input on the accuracy and scope of the document; and (2) public hearings like earlier scoping meetings will be held to get public comment. A. Thomas reported that he has been a member of a group for the past two and a half years doing a national study of pilotage. That study will be published late in July and will be made available at that time. J. MacDonald stated that work continues to develop pilotage regulations for offshore moorings. Long Beach is working on a package that would require a federal pilot where the state makes no requirement. P. Bjorn-Hansen stated that OP 90 and SB 2040 attempt to make crews, ship owners, etc. liable in the event of an incident. He stated the opinion that this liability should be extended to pilotage. B. Leland responded that focus has been on organizational liability rather than individual liability and emphasis on training. J. MacDonald stated the immediate withdrawal of a license applies to anyone who has proven to be negligent. P. Bjorn-Hansen referred to the case of Mississippi pilot who grounded the same ship twice and was still in the rotation to take that ship despite the owner's objection. J. MacDonald responded that there are provisions here for responding to such circumstances. P. Buttner, San Francisco Bar Pilots, took exception to the concept that pilots have no liability and noted that a pilot can lose his or her entire livelihood in a single instant.

32. UNFINISHED BUSINESS. D. Koops reported on the on-going efforts of the Bridge Management Sub-Committee. The letter written to request a racon for the Golden Gate Bridge was supported by a letter from the Coast Guard and we now have the attention of the bridge management group. J. Lundstrom has been helpful in navigating the politics of this and was instrumental in arranging discussion of federal funds to complement state money.

33. Complaints concerning the proximity of Navy helicopter training exercises to vessels have received attention. On 12-11-92 the Commanding Officer of the Marine Safety Office San Francisco sent a memo to the Commanding Officer of the training ship HELMINERON which stated that "In an effort to ensure the safe and unhampered operation of merchant vessels in the San Francisco Bay area it is requested that your aircraft maintain a 500 yard (minimum) distance from all anchored or transiting deep draft vessels." All reports are that this request is being respected and there have been no further problems.

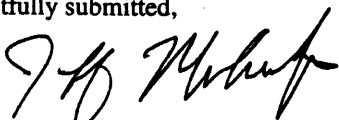
34. PLAN SUB-COMMITTEE. J. Lundstrom reported that a response to OSPR's review of the Harbor Safety Plan was sent 2-5-93. Updated tug escort maps are available from the Marine Exchange. Color copies have been provided to the Marine Exchange and the Pilots for inclusion in the plan.

J. McCarthy, Marine Exchange, stated that the Clearing House wants guidance on one facet of tug escort guidelines. Barges don't have a deadweight rating so how do you match tugs to barges? A. Thomas responded that this won't be an issue because no barges have been identified carrying more than 5,000 long tons of cargo. B. Clinton stated that Barge 18, Phoenix 121 and three of Sause Brothers barges do, in fact, carry more than 5,000 long tons of cargo. He stated that it would be no problem for the respective companies to compute the cargo figures and furnish them to the Clearing House, who would police the situation. He added that escort regulations would only apply to loaded barges. The Chair asked if there was any problem with owners providing the information. J. McCarthy responded no. P. Buttner stated that the problem was not to identify local barges that fall into this category, but rather to identify foreign barges - the Clearing House needs a formula. B. Clinton suggested that local operators notify the Clearing House and register their barges. Anyone coming in who is not registered will require an escort. A. Krygsman asked how tugs will be matched to barges. A. Thomas responded that, with the required 24 hours notice of an arrival, there will be time to calculate. Trusting the owner to provide data would be used as an interim mode. B. Clinton stated that, looking at the bollard pull results, any tug on the bay could escort a barge.

36. The next meeting is scheduled for Thursday, 3-11-93, at the Marina Bay Boathouse, Port of Richmond at 9:30 a.m. The Chair noted that he would be attending an international meeting to address standards of training and watchkeeping that date and the meeting would be chaired by A. Nothoff.

37. Meeting was adjourned at 11:55 a.m.

Respectfully submitted,



Jeff McCarthy,
Executive Secretary