

## **MINUTES**

### **HARBOR SAFETY COMMITTEE OF THE SAN FRANCISCO BAY REGION**

10:00 a.m., Thursday, February 9, 1995

Port of San Francisco Board Room, Ferry Building, San Francisco, CA

The public meeting was called to order by Chair, Arthur Thomas, at 10:10. The following committee members or alternates were in attendance: Dave Adams, Port of Oakland; James Faber, Port of Richmond; Alexander Krygsman, Port of Stockton; Roger Peters, Port of San Francisco; Margot Brown, National Boating Federation; Gail Skarich (alternate for Mary McMillan), Sanders Towboat Service; Joan Lundstrom, San Francisco Bay Conservation and Development Commission; Dwight Koops, SeaRiver Maritime; John Gosling, Matson Navigation Company; Michael Nerney, Inchcape Shipping Services; Bob Clinton (alternate for Ron Duckhorn), Crowley Maritime; federal government representatives from the U. S. Navy, Robert Mattson; and U. S. Coast Guard, Captain Donald Montoro (MSO) and Commander Dennis Sobeck (VTS). Also in attendance Bud Leland, OSPR.

T. Hunter, Marine Exchange, confirmed that a quorum was present.

**MINUTES OF PREVIOUS MEETING.** MOTION by J. Lundstrom, seconded by M. Brown, to approve the minutes as written. Motion passed without objection.

In opening remarks, A. Thomas noted that work on the larger issues facing the committee is moving ahead as will be demonstrated during sub-committee reports. The eastern and gulf ports are becoming aware of tug escorts.

**COAST GUARD REPORT**, D. Montoro. (1) An article from Pacific Mariner addressing the NOAA budget crisis and the resulting lack of money for navigational charts was submitted and discussed. It is made a part of these minutes. (2) In January there were no SOLAS interventions in connection with the substandard vessel inspection program. There were a total of 33 boardings for 138 targeted arrivals. A written report was submitted and is made a part of these minutes. (3) There were a total of 75 reported/investigated pollution incidents in January, resulting in 12 civil penalties and 2 federalized cases. A complete written report was submitted and is available upon request. (4) A written report of significant port safety events was submitted and is made a part of these minutes. Significant local cases included two COTP orders to the SEALIFT CHINA SEA for two separate calls, requiring tug escorts because of the vessel's poor maintenance records. (5) USCG is looking at vessels' track lines and surveying their charts regarding how far off the coast they are traveling. A. Thomas noted that rapid approval of ECDIS may help in situations where no paper charts are available. If money is made available for NOAA to digitize charts, this data could be used for tracking, no erasures are possible. (6) Lt. Cmdr. Jim Morris reported that from conversations with Robert Pavia, Branch Chief, Scientific Support Coordination Branch, Hazardous Materials Response and Assessment Division of NOAA, he has learned that NOAA will have a significant part of San Francisco Bay in ECDIS by the end of the calendar year.

**CLEARINGHOUSE REPORT**, A. Steinbrugge. There were no violations or abnormalities in January. The written report with statistics for the month of January is available upon request.

**OSPR REPORT**, B. Leland. At the next HSC meeting, Carl Moore of OSPR Regulations will address Brown Act issues.

**REPORTABLE EVENTS SUB-COMMITTEE**, J. Lundstrom. A written report on the sub-committees meeting of 1-20-95 was submitted and is available upon request. M. Croce, Chair (Chevron); D. Sobeck (USCG VTS); D. Montoro (USCG MSO); C. Bowler (SFBP); P. Moloney (State Pilot Commission); and J. Lundstrom (BCDC) were tasked with finding a better definition of "reportable event/near miss" and finding a method for analyzing

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patterns of events. This work was done in response to a recommendation in the original Harbor Safety Plan. The term "reportable event" was unacceptable to representatives from the HSCs and USCG who met in Los Angeles to address the issue. In an attempt to have common terminology and definition for all of California, and hopefully the West Coast, the Reportable Events Sub-Committee recommends using the term "near miss" and defining it as follows: "A reportable 'near miss' situation is an incident in which a pilot, master or other person in charge of navigating a vessel, successfully takes action of a non-routine nature to avoid a collision with another vessel, structure or aid to navigation, or grounding of the vessel, or damage to the environment." This definition has been adopted by the other California Harbor Safety Committees, is based on language proposed in Washington, and has the approval of the COTP LA/LB. Discussion. On behalf of operators, D. Koops concurred that consistency is desirable. Discussion of various possible changes. J. Lundstrom noted that the sub-committee looked at possibilities for a suggested word change here or there, however it is difficult to pass around changes and amend the language agreed upon. An addendum could be added as the definition is not in concrete yet. D. Montoro stated that he doesn't know where this language would fit into the regulatory process and sees it as primarily created for gathering information. In response to M. Brown's question regarding whether it would be better to change wording now or leave in abeyance until later, B. Leland responded that the next plan reiteration comes in July. In the interest of consistency, it would be better to consult with other locales before making changes. MOTION by R. Peters, seconded by D. Koops to "adopt the definition of near miss as recommended by the Reportable Events Sub-Committee." Motion passed unanimously without objection.

Discussion of the Coast Guard's role in collecting the reports. J. Lundstrom addressed the question of how the definition will be applied, she would like to see the reporting system include ferries but not fishing and recreational vessels. The Federal Register, Vol. 59, No. 135, in Section 161.16 provides the following list to VTS of vessels to use a Vessel Movement Reporting System: "(a) Every power-driven vessel of 40 meters (approximately 131 feet) or more in length, while navigating; (b) Every towing vessel of 8 meters (approximately 26 feet or more in length, while navigating; or (c) Every vessel certified to carry 50 or more passengers for hire, when engaged in trade." It is the recommendation of the Reportable Events Sub-Committee that the SF HSC adopt the language as it appears in Section 161.16 and recommend it for adoption by the other California HSCs. MOTION by J. Lundstrom, seconded by G. Skarich that "the HSC accept the recommendation of the sub-committee." Motion passed unanimously without objection.

P. Moloney reported that he has drafted a reporting form for use in a Voluntary Maritime Safety Reporting System, based on a form used by the aviation community. The reports would be received by the USCG MSO and the information regarding the person filing the report, contained on a removable identity strip, returned to the reporter once it is determined that there is no need to contact the reporter for further information. Reports will be reviewed monthly or quarterly as needed. G. Skarich asked what the USCG would do if they find that an event which should have been reported as an incident on a form 2692 is reported through this system as a near miss. D. Montoro responded that the USCG would contact the individual and advise them that the event is a reportable marine casualty. In response to a question regarding the possibility of this system filtering down to the small craft community, D. Sobeck reported that the form will be included in the new VTS User's Manual. D. Montoro added that it will be included in the MSO newsletter. P. Moloney stated that data will be catalogued using the CasRisk data base. MOTION by R. Peters, seconded by D. Koops "to accept the basic format of the Voluntary Maritime Safety Reporting System form as submitted and distribute to the membership to make suggestions for non-substantive changes." Motion passed unanimously.

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D. Montoro reported that the revised CasRisk study will be sent out today. It was noted that at a Review Panel meeting, as a result of the initial CasRisk study data, C. Bowler was able to identify an area of clustering of groundings at Avon during a specific period. Without the benefit of a geological survey, it was possible to determine that the COE should look at the sediment problem. This demonstrated that you can look at events and see how changes in navigational aids, communication or dredging can be beneficial. The USCG MSO will be the on-going repository of the near miss reports and the data will be input into CasRisk. The Review Panel will make recommendations to the HSC. J. Lundstrom will communicate the progress made on this program to other HSCs.

**PORTS SUB-COMMITTEE.** D. Adams reported that, per the 1-12-95 HSC meeting, a steering committee was formed to interface with NOAA. The committee includes D. Montoro, M. Glazer, C. Bowler and J. Lundstrom, with D. Adams as Chair. The first meeting was held at the pilot station on 1-25-95 and there was a sizable turnout. The nature of the meeting was to conduct a dialogue. W. Wilmott outlined the requirements for a NOAA project and reiterated A. Thomas' words that it is important that, in the hurry to save tax dollars, important projects are not lost. It was agreed that proper protocol would be for the sub-committee to make recommendations to the HSC to be relayed to NOAA for action. J. Galt outlined the objectives and direction of the partnership project. The Martinez gauge from the initial study will be moved to Benicia and the tide gauge at the Richmond Bridge will become permanent. Discussion focused on what PORTS can do in addition to giving weather information, i.e., water depths, currents, etc. and what NOAA can do in concert with the COE. Participants addressed locations for installation of gauges, looked at what type of information would be most useful to users and how that information could be disseminated. It was the consensus of those in attendance that the MX would be the best place to house the system's computer equipment. In response D. Sobeck suggests that VTS would be a better place because there is an emergency generator available. D. Adams noted that this issue will be addressed at another meeting. Questions that came from the steering committee meeting include: what type of information does the community need; how will they access the information; how exact does the information have to be to be useful and what is the criteria for measures of effectiveness. At its next meeting the steering committee will look at needs and issues where there is consensus. In addition, the map of points where decisions are made, devised by C. Bowler, will at NOAA's request be reduced to a more manageable number of points than the original 200+. D. Koops repeated his offer that SeaRiver will provide whatever expertise is needed to proceed. The issue of long term management and maintenance must still be addressed. T. Hunter reported that a phone number is now available to call for data currently provided. J. Morris noted the group was divided on the possible architecture for accessing information, i.e., database access by computer or phone as opposed to fm broadcasting. Dave Kennedy, spoke to the NOS commitment to this sort of partnership project. During a recent retreat of NOS division directors, Stanley Wilson stated that it looks as if the San Francisco project is how NOS will do business from now on. It will be important to develop a more detailed model of the bay to indicate what actually is and to compare this to tide tables. A technical meeting will be held to address using aerial photos to enhance the project.

**TUG ESCORT SUB-COMMITTEE REPORT,** R. Peters. The sub-committee has met twice since the last HSC meeting. Reviewers have been assigned to look at the public comment received. D. Montoro has joined the sub-committee to strengthen the coordination of state and federal efforts. A decision has been made in terms of process and direction to pursue OSPR's matrix approach to tug escort regulations. The recommended tug escort regulations from this sub-committee will build on existing California regulations, as opposed to looking at federal regulations, and proceed with global changes. A document is being prepared to aid in proceeding to regulations with all input to date. 20 sets of comments have been received addressing 29 issues. A meeting is scheduled for 2-21-95 to sequester the committee to review this document. On 3-9-95, after the HSC meeting, the TES will hold

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a public workshop to look at that document. From there, the sub-committee will draft guidelines. On 4-13-95 the TES will submit draft permanent guidelines to the HSC for review. At the 5-11-95 HSC meeting, the question will be called on adoption of these draft permanent guidelines and then they will go to OSPR for processing into statute. S. Merritt asked if the document will be distributed before the 2-21-95 meeting. R. Peters responded yes, with any new public comment and the comments of the reviewers assigned to look at the public comments received prior to 2-17-95. J. Faber asked if public comment will be accepted at the 2-21-95 meeting. R. Peters responded that this will be determined at an administrative detail meeting on 2-15-95.

**UNFINISHED BUSINESS:** (1) **PILOTAGE SUB-COMMITTEE.** A. Krygsman reported that the sub-committee will meet on 2-17-95, 10:00 to 12:00, in the Port of Stockton Administration Building. The agenda will include: federal and state pilot licensing, pilot training, discipline, review of assignment of pilots to ships and comments on "Minding the Helm." (2) **PORTS SUB-COMMITTEE.** D. Adams reported that the sub-committee will meet 2-22-95 at 10:00 a.m. at the Pier 9 pilot station. (3) **BRIDGE MANAGEMENT SUB-COMMITTEE.** D. Koops reported that the sub-committee will hold a meeting within the next few weeks. The group needs to be expanded to concentrate on small boats. D. Montoro suggested Wayne Til be included for his knowledge of bridges. J. Lundstrom noted that other HSCs have suggested looking at USCG statistics regarding small boat activity/incidents. (4) D. Sobeck reported that 2-10-95 is the closing date for public comment on Proposed Rulemaking for Regulated Navigation Areas. BCDC concurs with the proposal and it meets state requirements. SeaRiver concurs and requests the S/R GALVESTON be granted a deviation. Chevron concurs but considers 15 kts. too excessive and wants to reduce speed to 10 kts. The SFBP concur, but are concerned because there are no suitable anchorage sites moving east and west in the vicinity of the Southern Pacific Bridge. This should come out as a final rule in 30 to 60 days. (5) D. Sobeck reported on the USCG study underway, using graduate students from George Mason University, to look at modeling how tug escort regulations will affect other traffic on the bay. Currently they are looking for software that can be used now and rerun in the future. Competition date for the study is expected to be in May/June. R. Peters will calendar discussion of this study for the TES meeting scheduled for 2-15-95, so that the TES can provide input. (6) A. Krygsman suggested establishing a special landmark to determine visibility in the vicinity of the SP Bridge. G. Waugh, SFBP, responded that the pilots call the bridge and ask personnel what they can see, then use this information to determine visibility. D. Montoro emphasized that the project should be a joint effort of the HSC and USCG.

**NEW BUSINESS:** None.

**NEXT MEETING.** The next meeting will be held p.m. 3-9-95 at 9:30 a.m. at the Port of Richmond Boathouse.

**MOTION** to adjourn by D. Koops, seconded by M. Brown. Meeting adjourned at 1130 without objection.

Respectfully submitted,



Terry Hunter  
Executive Secretary