

# Harbor Safety Committee

of the San Francisco Bay Region

Mandated by the California Oil Spill  
Prevention and Response Act of 1990

## MINUTES

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

10:00 a.m., Friday, February 13, 1998

Port of San Francisco, World Trade Center #3100, San Francisco , CA

The public meeting was called to order at 10:05 a.m. by **A. Thomas**, Chair. The secretariat confirmed the presence of a quorum. The following committee members or alternates were in attendance: **Gary Hallin**, Port of Oakland; **Charles Mitchell**, Port of San Francisco; **Margo Brown**, National Boating Federation; **Stuart McRobbie**, SeaRiver Maritime; **Gail Skarich** (alternate for **Mary McMillan**), Sanders Towboat Service; **Joan Lundstrom**, San Francisco Bay Conservation and Development Commission; **Gunnar Lundberg**, Sailors Union of the Pacific; and **Roger Peters**, Member at Large; U. S. Coast Guard representatives, **Lt. Cmdr. Rob Lorrigan** (MSO) and **Cmdr. Danny Ellis** (VTS); and NOAA representative **Bruce Hillard**. Also in attendance, more than thirty representatives of the interested public.

1. MOTION by **J. Lundstrom**, seconded by **M. Brown** to "accept the minutes of the 01-08-98 meeting as written." Motion passed without objection.
2. The Chair welcomed those in attendance and commented briefly on the effects of recent *El Nino* storms. The pre-planning efforts of government agencies, utility companies and other organizations have been successful in mitigating the effects of the heavy rains in comparison to past seasons.
3. **COAST GUARD COTP'S REPORT, Lt. Cmdr. Rob Lorrigan.** (1) A written report of port operations statistics for pollution response and investigations and significant port safety events for the period 01-01-98 to 01-31-98 is made a part of these minutes. (2) The annual seasonal incidence of mystery tar balls at Pt. Reyes is still under investigation. To date, more than 1200 off-shore birds have been impacted. No source has been identified yet, despite the increased amount of equipment that has been employed to help find a source. Searches have been conducted from the air and on the ocean floor. (3) **R. Lorrigan** echoed the sentiments of the Chair regarding the substantial pay-off from flood preparedness efforts. (4) Several CG personnel are currently in Sacramento working in conjunction with state personnel at the Regional Emergency Operations Center. (5) As a result of the heavy storms vessels have had problems with anchors dragging. Close coordination between the pilots and VTS has resulted in preventing any dangerous situations. While there are some restrictions on vessels transiting up river, that same coordinated effort between VTS, the pilots and shipping companies is making it possible to continue to get deep draft vessels up and down the rivers to the ports of Sacramento and Stockton. (6) The vessel ANANGEL ANES struck Pier 5 in Sacramento on 02-09-98 while making a turn. The vessel

suffered a 5' x 20' hole in her transom and the pier was damaged. There was no oil spilled and the incident is still under investigation. (7) Report on the federally funded removal of oil products and hazardous material from a flotilla of two inoperable tugs and a barge in Benicia.

4. **CLEARINGHOUSE REPORT, A. Steinbrugge.** (1) A written report with statistics for the month of January are made a part of these minutes. (2) There were two occasions to report violations to OSPR in the month of January. Both were technical violations in which no escort was required. (3) **G. Skarich** asked about the status of crew training for escort tugs. **T. Hunter** responded that there are companies that have not complied and OSPR has nearly completed its investigation.
5. **UNDERWATER ROCK REMOVAL SUB-COMMITTEE.** (1) **Cmdr. Bruce Hillard**, NOAA, presented back scatter plots of the floor of the bay in the area of Alcatraz. These photographic-three dimensional real images are the product of a study conducted in 1995 by the USCG and NOAA. Further information and copies are available from Pat Chavez, of the Terrestrial Mapping Group. The images can be viewed on the web at <http://terraweb.wr.usgs.gov/TRS>. Mr. Chavez can be reached at 520-556-7221. (2) **J. Lundstrom** reported receiving a call from Senator George Miller's office on 02-12-98 regarding the proposed rock removal. Sen. Miller authored the bill which allocated \$100,000 for a study to look at the composition of the rocks and engineering methods to lower them. The Army COE will begin the study in April and expects to complete it in October. At that time Congress will decide whether to proceed. Miller's office is looking for \$1.94 million in local match money. Some of the funding could come from the state of in-kind contributions. California Senator Ted Lempert is interested in the project and their is support at the state level for getting funds from the General Fund. The sub-committee has looked at the group that would benefit from this project and determined that all residents and businesses in the state would be negatively impacted by a large spill in the bay.
6. **PREVENTION THROUGH PEOPLE SUB-COMMITTEE, M. Brown.** (1) The sub-committee met and heard a report by Scott Shaffer of State Lands regarding research conducted in LA/LB. State Lands believes that they have hazardous materials handling operations well in hand. **Capt. Harlan Henderson** explained the foreign flag vessel inspection program to the sub-committee. The sub-committee received a letter from pilot trainee Mark Haggerty regarding the proposed reduction in pilot numbers. Documents from a recent roundtable discussion of the Seaport Plan project an enormous increase in Bay Area shipping over the next ten years and land is being set aside for expansion of port facilities. **M. Brown** will address the sub-committee's concerns regarding pilot manning levels with Pilot Commission Executive Director Pat Moloney. The sub-committee also received papers submitted by the US and Australia to IMO on the role of the human

element in maritime casualties. **J. Lundstrom** noted that the SF Bay Commission BCDC ten-year forecast for the Seaport Plan indicates an increase in cargo, but there are no government surveys that predict the size of number of ships. (2) The next sub-committee meeting will be held on 02-25-98 at 1000 at the Port of Richmond. Submissions for input to the development of a mission statement are due 02-15-98 so that the sub-committee can work on the statement at the 02-25-98 meeting.

7. **PORTS STEERING SUB-COMMITTEE, J. Lundstrom.** (1) PORTS information on the web site gives data for the past twenty-four hours as well as real time data collected every six minutes. This allows a comparison of predictions versus actual events. The Ad Hoc Port Committee appointed by the Administrator is looking for feed-back on how PORTS data can be applied. Emergency preparedness is a recognizable benefit. (2) The ad hoc committee met on 01-28-98. NOS representative reported that NOS has signed an agreement with OSPR for the operation of PORTS. NOS still remains responsible for the reliability of the data until the end of 1999. This was the initial meeting of the ad hoc committee and the consultant hired by a unanimous vote of its members, Doug Lathrop. He will help identify actual and potential users; identify the reliability of the system; look at the benefits of accessing the information; and review the management of PORTS by the Marine Exchange, which has entered into a contract with OSPR for the day-to-day running of the system. The consultant will submit a report to the ad hoc committee at the end of July and the committee will meet 08-05-98 at the Port of Richmond to review it. (3) In the spring, the MX and NOS will initiate a user awareness program, distributing a brochure and getting out to various communities in the bay area to explain PORTS. (4) Contact **J. Lundstrom** to get on the ad hoc committee's mailing list. (5) Installation of a wind gauge for Oakland Outer Harbor terminals is still in the works. The MX is working with OSPR to get the state more involved. **Cmdr. Dan Ellis** added that VTS has conveyed the idea to Pete Bontadelli. He is interested and agreed. (6) State Lands is monitoring bollard pull strength on bits at facilities.
8. **UNFINISHED BUSINESS:** None.
9. **NEW BUSINESS:** (1) **M. Brown** reported that the Pacific Inter-Club Yachting Association has completed a review of scheduled sail boat races from the bay to Carquinez Strait and the calendar is available from the MX. Opening Day on the Bay will be 04-26-98, with the parade at 1200. (2) **S. McRobbie** asked how proactive efforts are in regard to situations that can lead to vessels dragging anchor in anchorage. **R. Lorrigan** responded that there have been no COTP orders, but MSO is providing pre-cautionary information, including salinity, to masters entering the bay. MSO, VTS and the pilots have been active in advising masters to keep their engines warm and ready to go and to continuously monitor channel 13 or 14. **Peter McIsaac**, Acting Port Agent, SFBP, added that

last week-end an agent was advised not to let his vessel enter the bay for a six day stay in anchorage. The master of that vessel did come in and did eventually drag anchor. **T. Hunter** stated that the MX is also automatically calling agents/operators of every ship in anchorage if a situation develops, advising them to call VTS to coordinate efforts. (3) **S. McRobbie** asked if the USCG has developed a policy for dealing with vessels that don't meet ISM requirements after June 1, 1998. **R. Lorrigan** responded that, as part of the 24 hour advance notice of arrival communication, the question of ISM compliance is addressed. He added that the deadline for compliance is firm. At the level of CG headquarters, other issues such as reciprocity may be raised.

**T. Hunter** noted that last week the MX began collecting information from 24 hour arrival notices for the new data the CG is seeking. (4) **Cmdr. D. Ellis** stated that all ships' agents are invited to visit VTS to see what VTS offers and expects. The pilot association is currently sending one pilot each week to stand an eight hour watch at VTS.

10.

11. The next meeting is scheduled for 03-12-98 at 1000 at the Port of Richmond, but may need to be rescheduled. An announcement will be made by mail.

12. MOTION to adjourn by **S. McRobbie**, seconded by **G. Lundeberg**. Meeting adjourned without objection at 1140 hours.

Submitted by:

**T. Hunter**  
Executive Secretary