

MINUTES

HARBOR SAFETY COMMITTEE OF THE SAN FRANCISCO BAY REGION

10:00 a.m., Thursday, March 13, 1997

Port of Richmond, Harbor Master's Office, 1340 Marina Way South, Richmond, CA

1. The public meeting could not be called to order for lack of a quorum. The group continued to meet on an informational basis. The following committee members or alternates were in attendance: Eugene Serex (alternate for Ronald Kennedy), Port of Richmond; Margo Brown, National Boating Federation; Rich Smith (alternate for Stuart McRobbie), SeaRiver Maritime; Scott Merritt, Foss Maritime; Arthur Thomas, San Francisco Bar Pilots; Joan Lundstrom, San Francisco Bay Conservation and Development Commission; and Roger Peters, Member at Large; U. S. Coast Guard representatives, Capt. D. P. Montoro and Lt. Cmdr. Rob Lorrigan (MSO); Commander Dennis Sobeck (VTS); and Commander Chip Sharpe, 11th Coast Guard District; OSPR representative, Bud Leland; and Jay Phelps, State Lands Commission. Also in attendance, more than thirty-five representatives of the interested public.
2. The Chair, A. Thomas, welcomed those in attendance. He introduced Kathy Hoffman, representing Congressman George Miller's office, who would speak later regarding federal legislation to lower the underwater rocks in the bay.
3. **COAST GUARD COTP'S REPORT**, Capt. D. P. Montoro. (1) Written reports of pollution statistics for the period 2-1-97 to 2-28-97 and significant port safety events for the period 2-11-97 to 3-13-97 are made a part of these minutes. There was nothing significant in terms of spills during the period. The 28 reported cases were all fairly minor, three involving federalized clean-ups. There were four SOLAS interventions, two groundings and two allisions. *See the attached report for details.* The grounding of the M/V CAMELIA ACE was the result of a loss of power which occurred due to a shift from diesel to heavy fuel oil. The COTP has been investigating whether this is a standard practice. The generators should not be put off line in critical navigational areas. The COTP wants input from industry regarding practices of generator use. He asked if the pilot is advised when a ship is going to switch from diesel to heavy fuel oil. The response was no. (2) A meeting will be held today at 1330 in the office of the COTP with representatives of the Pilots, Ports of Stockton and Sacramento and the Army COE regarding shoaling problems in the Sacramento and San Joaquin Rivers. (3) As a clarification to the draft minutes for the meeting of 2-13-97, it is under the provisions of STCW that require a casualty and problem before the USCG can intervene. Under SOLAS regulations, no cause must be demonstrated prior to a CG boarding and inspection.
4. **OSPR REPORT**, B. Leland. (1) Review of recent responses by OSPR to pipeline spills caused by pipe failures in the Donner Summit area. One resulted from decay of the pipeline and the other from a break caused by erosion. Both have been repaired and product is moving again. Question - Does OSPR have jurisdiction over the integrity of pipelines? B. Leland responded no. The OSPR response was conducted under the hat of Fish and Game. The State Fire Marshall has jurisdiction unless the pipeline failure happens at a facility, then it falls under the jurisdiction of State Lands. Since the inception of OSPR, it has been the feeling and observation that more spills result from pipelines than from marine operations. (2) The PORTS Ad Hoc Committee, sponsored by OSPR, held its first meeting on 2-25-97 to set goals and start work on a draft budget in anticipation of the transition of management of PORTS from NOAA to a public partnership. (3) OSPR representatives will meet with the Golden Gate Towboat

Association on 3-18-97 regarding crew training provisions in the tank vessel escort regulations. (4) To address the review of methods of alternative compliance, OSPR is looking to contract with someone from an academic institution or a marine architect to do peer review of the plans submitted.

5. CLEARINGHOUSE REPORT, A. Steinbrugge. (1) Statistics for the month of February year-to-date are made a part of these minutes. (2) There were three occasions where escorts did check in with the Clearing House since the last HSC meeting. In each of these cases no tug escort was required. Year-to-date, there were (10) instances where the vessel did not check in to report that no escort was required, (1) instance where the tug checked in late and (1) instance where the tug checked in but the vessel didn't. The Chair suggested that, with the new regulations now effective two months, OSPR should send some sort of letter to those individuals responsible when there is a reporting violation. B. Leland responded that each incident is investigated by a warden who follows up with a verbal warning. He will discuss the possibility of a paper warning by wardens.

6. Federal Legislation to Lower Underwater Rocks in SF Bay. The Chair introduced Kathy Hoffman, of Congressman George Miller's office. She distributed copies of the bill summary and the legislation itself and they are made a part of these minutes. She relayed Congressman Miller's thanks to the HSC for its support. Congressman Miller is working on the local Congressional delegations for their support. Most of the Democrats are on board, but so far no Republicans. K. Hoffman reviewed the elements of the legislation and the three phases of the proposed project: reconnaissance (\$100,000; paid by Congress); feasibility/project design (\$2 - \$3 million dollars; shared 50-50 by local and federal funding; 12 - 18 months); and the project itself (approx. \$28 million; shared 25-75 by local and federal funding). Congressman Miller is looking to the HSC to find a local match for funding.

7. UNDERWATER ROCK REMOVAL COMMITTEE, J. Lundstrom. A brief history of the status of the issue. At the request of Jeff Chatfield, U. S. Army COE, a sub-committee meeting was held at the Pier 9 pilot station on 1-22-97 to address funding. J. Chatfield reported that the reconnaissance phase of the project, scheduled to begin 1-1-97, couldn't take place because federal funds had been withdrawn. John Lawrence was in attendance at the meeting, representing Rep. Miller and the House Resources Committee. The Underwater Rock Removal Committee has emphasized that it cannot make recommendations without a reconnaissance study. It would appear that this study has found support for federal funding. K. Hoffman added that, where shared local/federal funding is required, local funding can be anything but federal, including state funds. J. Lundstrom stated that, if this issue is to be assigned to the URRC, it would be good to have someone from OSPR who has legislative and budget contact. The results of the feasibility study will determine which alternative for removal is chosen. The Chair confirmed that this issue will go to the URRC. Question - Does the HSC support rock removal. J. Lundstrom responded that the HSC endorsed the concept of rock removal in the 1992 plan update. The HSC supports conducting the feasibility study and then will comment on a suggested alternative for removal.

8. PORTS STEERING COMMITTEE, Capt. Tom Richards. (1) A new generation of acoustic dopplar profilers for the Golden Gate have been procured. They are scheduled for installation in March. The demonstration project utilized used sensors. The Benicia sensor will be repaired in late March or early April. (2) The project to measure vessel squat is proceeding on a container vessel in late March or early April. The sensors will be installed in Los Angeles. Squat will be measured crossing the bar, in the

channel east of Alcatraz and in the Oakland Channel. These measurements can be within 4-10 cm., as has been demonstrated with testing on a Coast Guard vessel. The problem that arises with a container vessel is the reflection from the containers which will affect the antenna installation. It is possible that, with real-time water level and squat data, real-time draft information will be available. (3) The PORTS is becoming less susceptible to damage with system improvements.

9. PLAN SUB-COMMITTEE, J. Lundstrom. (1) Each HSC sub-committee needs to provide an annual review of the issues for which it has responsibility. A request for these updates will be going out soon. The Annual Plan Update must be to OSPR by 7-1-97, so a vote on language is expected for the 6-12-97 HSC meeting. Updates should include statistics on incidents, near misses, etc. (2) Question - What is the definition of "near miss"? J. Lundstrom responded that the definition used in the SF Bay Area is consistent with that used for the entire West Coast. This is the result of the efforts of all the HSC's working with representatives of the states of Oregon and Washington. The BC States Task Force is looking to standardize the definition and to encourage voluntary reporting with the goal of lessons learned for prevention. D. Montoro added that there is a system in place in SF Bay to encourage communication of recommendations or reports, which are then reviewed and analyzed by a group with representatives from the maritime industry and the CG. D. Sobeck indicated that more reports are being received at VTS and are being passed to Montoro's group. D. Montoro noted that there are two components here, investigating violations of rules versus looking at events where there is no violation of the rules, but a learning aspect from a systematic point of view. This second component is separate from the VTS reporting system. M. Brown asked if the numbers are available broken down between recreational boaters and fishing vessels. D. Sobeck responded yes for the violations VTS investigates. MSO has put out a pamphlet on Rule 9 and is open to recommendations for systematic changes. MSO will provide M. Brown with a supply of the pamphlets to distribute to the recreational boating community.

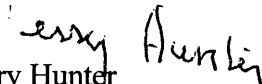
10. UNFINISHED BUSINESS: (1) M. Brown noted that the Opening Day on the Bay Parade will be held on 4-27-97 beginning at 12:00, with the area along the SF waterfront restricted. The blessing of the fleet will take place between 10:00 and 12:00 at Raccoon Straits. Industry members are encouraged to participate and decorate their vessels. This year's theme is nautical folklore. (2) The MX will distribute a new list with sub-committee membership. (3) The Chair stated that the next two meetings will be important regarding changes to the plan.

11. NEW BUSINESS: None.

12. The next meeting is scheduled for 4-10-97 in the Port of Oakland's Board Room.

13. Meeting ended at 11:15.

Submitted by:


Terry Hunter
Executive Secretary

MARINE SAFETY OFFICE SAN FRANCISCO BAY

SIGNIFICANT PORT SAFETY EVENTS

FOR PERIOD February 11, 1997 to March 13, 1997

- | | |
|--|-----|
| 1. Total Port Safety cases open for period: | 27 |
| Cases include: | |
| - SIV Arrival/Departures | |
| - Bridge Casualties | |
| 2. SOLAS Interventions: | 4 |
| 3. Number of vessels requesting/granted Letters of Deviation to enter Bay: | 4/4 |
| Cases include: Inop Radar (4) | |
| 4. Propulsion/Steering Casualties: | 3/2 |
| 5. Allisions: | 2 |
| 6. Groundings: | 2 |

Significant Cases:

MAN OVERBOARD - On February 15th at approximately 0200, the Commodore cruise ship JACK LONDON was transiting the Oakland Estuary with a private party onboard. The vessel reported to Group San Francisco that a passenger had gone overboard. A security officer on board attempted to rescue the individual and went overboard as well. Coast Guard small boats, helicopters, the San Francisco fire boat PHOENIX, and shore-side parties searched throughout the night and next day with negative results. Active search and rescue activities were suspended at 1748 on February 16th. The bodies were found and recovered approximately three weeks later. The case remains under investigation.

VESSEL BREAKS MOORINGS - On February 20th at 1553, the T/V OVERSEAS PHILADELPHIA (U.S. flag, 633') was moored at Wickland Selby Oil Terminal near Carquinez Strait. Transfer operations of JP-5 fuel had just begun when the wire breast lines began to part. The transfer was stopped and the vessel began to swing out, breaking stern lines and damaging two of the facility loading arms. The vessel master engaged propulsion and headed to a nearby anchorage. The master stated that the current was approximately 6 knots at the time of the incident. No damage was sustained by the vessel. Approximately 8 bbls of product spilled on deck and 1-2 bbls spilled into the water. The vessel returned three days later to complete the transfer. The COTP is allowing Wickland Terminals to temporarily transfer cargo at their facility using alternate procedures until the loading arms are repaired.

ALLISION - On February 22nd at 1815 the M/V NEW HORIZON (Panamanian flag, 610') allided with the USS-POSCO pier while getting underway. The vessel proceeded to anchorage 8 and then was moved to Southwest Marine to await the arrival of a class surveyor. Damage to the vessel consisted of a 2' x 2" tear in the forward peak tank about 4' above the waterline and some set in plating and frames. The USS-POSCO facility also reported damaged pilings. Repairs to the vessel were performed to the satisfaction of the class society and the OCFI and the COTP order was rescinded on February 28th allowing the vessel to depart.

LOSS of PROPULSION - On March 2nd the M/V TMM CHETUMAL (Greek flag, 756') lost power while inbound to Oakland at 1020. The pilot had reported an engine problem earlier in the transit but solved for the deficiency by switching from auto engine control to manual. When the pilot asked for a backing bell, propulsion was lost. The starboard anchor was deployed and the vessel was subsequently moved, with tug assistance, to Anchorage 7. The problem was diagnosed as a loose rubber gasket keeping the stern start valve stuck in the open position. Following a three hour repair, the class surveyor inspected the satisfactory repair and the vessel continued the transit into Oakland.

LOSS OF POWER/GROUNDING - On March 6th, the car carrier M/V CAMELLIA ACE (Panamanian flag, 654') was enroute to Benicia when it was reported that the vessel had experienced a loss of power while in the Pinole Shoal Channel. The loss of power was reported due to a shift from diesel to heavy fuel oil while attempting to start up two additional generators. After relaying the cause of the power loss to the MSO, the vessel was allowed to proceed to Benicia. A class surveyor later reported that the vessel had grounded during the loss of power. Subsequent investigation found no damage had occurred and the vessel was allowed to depart following cargo operations. The case remains under investigation.

GROUNDING IN SACRAMENTO DEEP WATER SHIP CHANNEL - On March 8th at 1535 the MSO received a report from VTS that the M/V SANKO PRELUDE (Panamanian flag, 492'), ran aground Channel due to shoaling 2nm south of Rio Vista in the Sacramento Deep Water. The vessel was refloated nine hours later at the next high tide and returned to Sacramento. No damage was reported to the vessel. The M/V SANKO PRELUDE remains at the Port of Sacramento.

POLLUTION STATISTICS FOR PERIOD 01FEB97 - 28FEB97

	MSO	MSD	TOTAL
1.) Total reported/investigated pollution incidents within MSO SF BAY AOR:	24	4	28
Civil Penalty Action	5	1	6
Spill, No Source	8	1	9
Spill, No Action Taken	6	1	7
No Spill, Potential Only	3	1	4
No Spill, Unconfirmed Report	2	0	5
EPA Zone Reports	0	0	1
2.) Discharges of Oil from:			
Deep Draft Vessels	0	0	0
Oil Transfer Facilities	3	0	3
Military Vessels/Facilities	3	1	4
3.) Federalized Cleanups	0	0	3
4.) Non-Federal Cleanups	6	1	7
5.) Hazardous Material Releases	0	1	1
6.) Cases requiring polreps	0	1	1
7.) Tickets Issued	4	0	4

Significant Cases:

San Francisco Bay Clearinghouse Report For 1997

San Francisco Bay Region Totals

Tanker arrivals to San Francisco Bay	113
Tank ship movements & escorted barge movements	675
Tank ship movements	397
Escorted tank ship movements	189
Unescorted tank ship movements	208
Tank barge movements	278
Escorted tank barge movements	154
Unescorted tank barge movements	124

Percentages above are percent of total tank ship movements & escorted barge movements for each item.

	Zone 1	%	Zone 2	%	Zone 4	%	Zone 6	%	Total	%
Total movements	317		519		4		285		1,125	
Unescorted movements	145	45.74%	258	49.71%	4	100.00%	131	45.96%	538	47.82%
Tank ships	106	33.44%	148	28.52%	0	0.00%	73	25.61%	327	29.07%
Tank barges	39	12.30%	110	21.19%	4	100.00%	58	20.35%	211	18.76%
Escorted movements	172	54.26%	261	50.29%	0	0.00%	154	54.04%	587	52.18%
Tank ships	113	35.65%	173	33.33%	0	0.00%	97	34.04%	383	34.04%
Tank barges	59	18.61%	88	16.96%	0	0.00%	57	20.00%	204	18.13%

Notes:

1. Information is only noted for zones where escorts are required.
2. All percentages are percent of total movements for the zone.
3. Every movement is counted in each zone transited during the movement.
4. Total movements is the total of all unescorted movements and all escorted movements.

San Francisco Bay Clearinghouse Report For February 1997

San Francisco Bay Region Totals

Tanker arrivals to San Francisco Bay	55
Tank ship movements & escorted barge movements	276
Tank ship movements	185
Escorted tank ship movements	94
Unescorted tank ship movements	91
Tank barge movements	105
Escorted tank barge movements	39
Unescorted tank barge movements	66

Percentages above are percent of total tank ship movements & escorted barge movements for each item.

	Zone 1	%	Zone 2	%	Zone 4	%	Zone 6	%	Total	%
Total movements	143		267		4		141		551	
Unescorted movements	69	48.25%	149	55.81%	4	100.00%	64	45.39%	282	51.18%
Tank ships	48	33.57%	90	33.71%	0	0.00%	33	23.40%	171	31.03%
Tank barges	21	14.69%	59	22.10%	4	100.00%	31	21.99%	111	20.15%
Escorted movements	74	51.75%	118	44.19%	0	0.00%	77	54.61%	269	48.82%
Tank ships	51	35.66%	84	31.46%	0	0.00%	51	36.17%	186	33.76%
Tank barges	23	16.08%	34	12.73%	0	0.00%	26	18.44%	83	15.06%

Notes:

1. Information is only noted for zones where escorts are required.
2. All percentages are percent of total movements for the zone.
3. Every movement is counted in each zone transited during the movement.
4. Total movements is the total of all unescorted movements and all escorted movements.

GEORGE MILLER
7TH DISTRICT, CALIFORNIA
2205 RAYBURN HOUSE OFFICE BUILDING
WASHINGTON, DC 20515-0507
(202) 225-2095
DANIEL WEISS
ADMINISTRATIVE ASSISTANT
COMMITTEE ON RESOURCES
COMMITTEE ON ECONOMIC AND
EDUCATIONAL OPPORTUNITIES
VICE CHAIR
DEMOCRATIC POLICY COMMITTEE

Congress of the United States
House of Representatives
Washington, DC 20515-0507

DISTRICT OFFICES:
367 CIVIC DRIVE, #14
PLEASANT HILL, CA 94523
(510) 602-1880
MARY LANSING
DISTRICT DIRECTOR
3220 BLUME DR.
SUITE 281
RICHMOND, CA 94806
(510) 262-6500
1407 TENNESSEE ST.
VALLEJO, CA 94590
(707) 645-1888
TTY (202) 225-1904

**Summary of the San Francisco Bay Shipping and
Fisheries Enhancement Act of 1977--Bay SAFE**

- Directs the Army Corps of Engineers to carry out a navigation project to remove underwater hazards to navigation in the vicinity of Alcatraz Island.
- Requires the Corps to consider the economic and environmental benefit of avoiding an oil spill in calculating the benefits of the project.
- Directs the Corps to design the project so as to minimize the impact of rock removal on the marine environment and on commercial and recreational fisheries.
- Authorizes the project in three phases: feasibility/project design; implementation; and mitigation and monitoring. The bill requires reports to Congress on the progress of each phase of the project. This structure ensures ample oversight and provides opportunities for fine tuning as needed.
- Specifies that three-fourths of the project cost will be paid by the Federal Government and one-fourth will be derived from non-federal sources. The non-federal portion may be any combination of state, local, or regional funds.
- Directs the Coast Guard to reroute vessel traffic after the rocks are removed to minimize the risk of an oil or hazardous substance spill in the Bay
- Directs the Coast Guard to inspect vessels of the Maritime Administration to identify risks for oils spills or other hazards to human health and the environment. Although liability for the October 28, 1996 oil spill has not yet been determined, this provision will help to make sure that other MarAd vessels are safe and seaworthy.

105th CONGRESS
1st SESSION

H.R. _____

IN THE HOUSE OF REPRESENTATIVES

Mr. Miller of California introduced the following bill; which was referred to the Committee on

A BILL

To reduce the risk of oil pollution and improve the safety of navigation in San Francisco Bay by removing hazards to navigation and for other purposes.

Be it enacted by the Senate and House of Representatives of the United States of America in congress Assembled,

SECTION 1. SHORT TITLE.

This Act may be cited as the "San Francisco Bay Shipping and Fisheries Enhancement Act of 1997".

SEC.2. FINDINGS.

The Congress finds the following:

(1) San Francisco Bay is a vital environmental, industrial, and recreational resource to the San Francisco Bay area and to the Nation.

(2) The volume of petroleum and petroleum products shipped into and out of San Francisco Bay is large and increasing.

(3) The small oil spill of October 28, 1996, showed that current safeguards against oil pollution are inadequate, and that even small oil spills in San Francisco Bay are both costly to mitigate and harmful to the environment, including fish, mammals, and birds.

(4) Because of the bathymetry of San Francisco Bay, the Coast Guard has been unable to

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make needed improvements in the routing of tankers and other deep draft vessels.

(5) The presence of multiple underwater hazards less than 40 feet below the surface and in close proximity to shipping lanes, combined with increased traffic of tankers with drafts in excess of 45 feet, significantly increase the likelihood of collisions that would result in the release of substantial amounts of oil or other hazardous substances, severely damaging both the economy and the environment of the San Francisco Bay area.

(6) Removing hazards to navigation to allow greater separation of vessels carrying oil or other hazardous substances is a simple and economical step that can be taken to reduce substantially the risk of oil pollution, improve the safety of navigation, and reduce threats to the fish, wildlife, and environment of San Francisco Bay.

SEC. 3. NAVIGATIONAL IMPROVEMENTS.

(a) In General . - The Secretary of the Army shall develop and carry out in accordance with this section a navigation project in San Francisco Bay, California, to remove underwater hazards to navigation in the vicinity of Alcatraz Island. The Secretary shall design this navigation project to facilitate the rerouting of vessel traffic in San Francisco Bay to minimize the risk of an oil or hazardous substance spill resulting from collisions between vessels or with an underwater hazard. In developing and carrying out the navigation project under this section, the Secretary shall, to the maximum extent practicable, minimize impacts on the environment and on commercial and recreational fisheries.

(b) Plan. -

(1) General requirement. - The Secretary shall, in consultation with appropriate Federal, State and local government agencies, and in accordance with applicable Federal and State environmental laws, develop a plan for implementation of the navigation project described in subsection (a).

(2) Contents . - The plan shall include initial design and engineering, underwater hazard removal, and, if needed, environmental mitigation.

(3) Target Dates. -

(A) Feasibility. - The first phase of the plan, to be completed within one year of the

date of the enactment of this Act, shall consist of a feasibility study for the project described in subsection (a). The feasibility study shall include scoping, development of alternative designs for the project, cost/benefit analysis, and selection of final project design. In conducting cost/benefit analysis and selecting a final project design, the Secretary shall consider the economic and environmental benefits of oil spill aversion reasonably to be expected from the completion of the project.

(B) Implementation. - The second phase of the plan, consisting of underwater hazard removal, transportation, and disposal of the removed material in accordance with the final project design, shall be completed not later than three years after the date of the enactment of this Act.

(C) Mitigation and monitoring. - The final phase of the plan shall consist of any mitigation needed due to environmental impacts, and environmental monitoring of removal, disposal, and mitigation sites (if different from the disposal site or sites). This phase of the plan shall commence as soon as is practicable after the completion of the implementation phase, and shall continue for not less than five years thereafter.

(c) Non-Federal Participation.--The non-Federal share of the cost of developing and carrying out the project under this section shall be 25 percent.

(d) Reports to Congress. - Not later than the last day of each of the time periods referred to in subsection (b)(3), the Secretary shall report to Congress on the progress being made toward development and implementation of the project under this section.

SEC. 4. MODIFICATION OF NAVIGATION LANES.

The Commandant of the Coast Guard shall modify navigation lanes and reroute vessel traffic subsequent to the completion of the second phase of the navigation project referred to in section 3 to improve the safety and efficiency of vessel traffic in San Francisco Bay, California. In carrying out this section, the Commandant shall develop a vessel routing scheme that minimizes the risk of an oil or hazardous substance spill in San Francisco Bay.

SEC. 5. OIL SPILL RISK ASSESSMENT.

(a) **SURVEY.**--The Commandant of the Coast Guard, in consultation with the Federal Maritime Administration, shall survey vessels owned by, or operated under contract for, the Federal Maritime Administration, for risks for oil spills or other hazards to human health or the environment.

(b) **STANDARDS AND PROCEDURES.**--In surveying vessels under this section, the Commandant shall use the same standards and procedures as are used in inspecting similarly situated private vessels.

(c) **REPORT.**--Not later than 1 year after the date of the enactment of this Act, the Commandant shall submit to the Congress and the Administrator of the Federal Maritime Administration a report describing any oil spill risks determined in the survey conducted under this section and making recommendations for corrective actions for such risks, including estimates of the costs of those actions.

SEC. 6. AUTHORIZATION OF APPROPRIATIONS.

For fiscal years beginning after September 30, 1997, there is authorized to be appropriated to the Secretary of the Army and the Commandant of the Coast Guard such sums as are necessary to carry out their respective duties under this Act. Sums appropriated pursuant to this Act shall remain available until expended.