

MINUTES

HARBOR SAFETY COMMITTEE OF THE SAN FRANCISCO BAY REGION

10:00 A.M., THURSDAY, MARCH 4, 2001

PORT OF RICHMOND, 1340 MARINA WAY SOUTH, RICHMOND, CA

Grant Stewart, American Ship Management called the public meeting to order at 10:05 A.M. and welcomed those in attendance. The secretariat confirmed the presence of a quorum. The following committee members or their alternates were also present. **Margot Brown**, National Boating Federation, **Gary Hallin**, Port of Oakland, **Michael Beatie**, Golden Gate Ferries, **Rich Smith**, Westar Marine Services, **Eric Dohm**, San Francisco Bar Pilot Association, **Joan Lundstrom**, Bay Conservation and Development Commission, **Nancy Pagan**, Benicia Industries, Inc., **Scott Merritt**, Foss Maritime Company, **Tom Wilson**, Port of Richmond, **Stu McRobbie**, SeaRiver Maritime, and **Don Watters**, CSX Lines. In addition, **Captain Larry Hereth**, USCG, (MSO), **CDR David Kranking**, USCG (VTS), **LCDR Mike Gallagher**, NOAA, **Al Storm**, OSPR and **David Dwinell**, ACOE were in attendance. Also present were approximately 25 representatives of the interested public.

The following comments were made to the minutes of the February 8, 2001 meeting. **Eric Dohm** commented on item (4) of the COE Report. He stated the minutes reflected that the Pinole Shoal Channel dredging was on a two-year cycle and has been reprogrammed into the 2002 budget request. Additionally, the latest survey showed that the centerline was below the project depth of -35' MLLW with slight shoaling along a short portion of the southern toe. He wanted to emphasize that that many tankers transit this channel and due to water conditions, do not always go right down the center of the channel. He believes that the priority of dredging in this area should be reconsidered. It was established that the COE is presently working with Contra Costa County to appeal to Washington, DC for re-evaluation of the dredging schedule. All approved that the HSC should recommend PSC for priority dredging. The minutes were unanimously approved.

Grant Stewart stated that due to expanded reports, the meetings are running later. He asked the committee to consider starting future meetings at 9:30 AM instead of 10:00 AM. They will discuss this change at future meetings.

COAST GUARD COTP'S REPORT, L. HERETH. (1) **Captain Hereth** stated that in February 2001, 25 casualty cases were reported including one propulsion casualty, one steering casualty and three groundings. One significant case was a barge loading gasoline at Ultramar Diamond Shamrock in Martinez when water was discovered in the #3 cargo hold, and all transfer operations were halted. Divers discovered a fracture in the bottom hull, but

they did not find evidence of impact or grounding. The barge was offloaded, temporarily patched and towed to San Francisco Drydock for repairs. (2) The USCG VTS is continuing to work with the Union Pacific Railroad, specifically on their training program for bridge operators. (3) The local district has received a document from USCG Puget Sound that deals with air control systems. There was an effort 2-3 years ago to work with classification societies to distribute pamphlets regarding propulsion and steering matters to mariners aboard commercial vessels. They have now combined this information and have a working framework for information and classes for steering and propulsion problems in the industry. **Captain Hereth** stressed the urgency in working to alleviate the steering/propulsion failures in the industry. (4) A written report of port operations statistics for pollution and investigations and significant port safety events for the period 02-01-01 through 02-28-01 was submitted and made a part of these minutes.

CLEARINGHOUSE REPORT, A. STEINBRUGGE. There were no suspected violations reported to OSPR in the month of February 2001. So far, there have been no suspected violations reported in Y2001. At this time last year, there were five suspected violations. In February, there were 46 tankers, which called upon the SF Bay Region. In February 2000, there had been 56. A full, written Clearinghouse Report was submitted and made a part of these minutes.

OSPR REPORT, A. STORM. (1) **Al Storm** deferred to OSPR Associate Regulations Analyst **Joy Lavin-Jones** who reported that the previously approved changes to the escort regulations had been returned by the OAL. However, the 120-day window for submission had expired due to the change in personnel at the OSPR. The process must begin again. Any further changes may be considered in the renewed process. Question: What were the original changes to the escort regulations? **Lavin-Jones:** (A) the checklist for escort procedures are to be faxed ahead of time; (B) the pilot is not responsible for the delay of the vessel in conducting the escort check; (C) a better explanation of how to use the matrix for matching tugs and tanker vessels through the escort zones; and (D) that the Administrator be allowed to permit certain deviations without advanced notice. **LCDR Mike Gallagher** stated that the regulations for zones at sea have been placed in the *Coast Pilot*. **Lavin-Jones:** We will compare for accuracy the new regulations with those published in the *Coast Pilot*. (2) **Al Storm** announced that the OSPR letter stating that certain committee positions were to expire in April 2001 was sent with the February minutes mailing. He urged all incumbent committee members in these categories to re-apply. The instructions for application are in the letter. Applications must be received or postmarked by March 30, 2001. If any committee member is to be replaced, they will be notified in advance by the OSPR. (3) **A. Storm** stated that certain committee members who are Federal employees have a conflict

with swearing in on a State committee. However, if there are any federally employed committee members who would like to be sworn in, please let **A. Storm** know.

NOAA REPORT, LCDR M. GALLAGHER. **M. Gallagher** reported that a preliminary survey by surveyor David Evans has been completed for the channel north of the Richmond Bridge to Angel Island and 18 feet on each side. He is happy to share the preliminary report with any interested party, but cautions that it had not yet been signed off. Question by **G. Stewart**: Have you had any feedback on the print-on-demand charts? **M. Gallagher**: Yes. As a matter of fact, we now have more information than room on the charts.

ARMY CORPS OF ENGINEERS' REPORT, D. DWINELL. (1) In the Y2001, the Corps has 7 projects for their operations and maintenance program. The Main Ship Channel should be completed by the end of March 2001. The Richmond Ship Channel is also scheduled for March 2001. The Inner Richmond Channel is scheduled for June/July 2001. The Inner and Outer Oakland Ship Channel is also scheduled for June/July 2001. San Leandro is scheduled for July 2001. These dredging materials are due to be disposed in the upland location. The Larkspur Ferry Terminal is scheduled for dredging in May/June 2001. Redwood City is also scheduled for dredging. One of the dredges scheduled for these jobs is the ESSAYONS. Pinole Shoal Channel is scheduled for dredging every two years. It was last dredged in July 1999. The centerline of the channel is presently below depth. However, the sides are shoaling. There are about 170,000 cubic yards of material to be removed. The battleship IOWA, which original ETA was April 20, 2001, has been delayed by winter storms in the Atlantic. However, she will be proceeding to the Bay Area and will be anchored with the reserve fleet in Suisun Bay. It is essential that the Pinole Shoal Channel be cleared for this transit. (2) The Oakland 50-foot project is moving forward despite that fact that COE and other agencies have been sued to stop this process. (3) A complete sonar survey has been completed on the underwater rocks in SF Bay. A contract for removal will be awarded this month and will be announced at that time. (4) An oil spill model has been completed and will be submitted to COE Headquarters this month. (5) There is no change in the plans for the Avon Turning Basin. However, Ultramar Diamond Shamrock will be asked to help push this project forward. Question by **Eric Dohm**: Has the reprogramming died for Pinole Shoal Channel? The navigable channel is not to working depth. **D. Dwinell** replied that the COE is working to reschedule the dredging. They are working with other agencies to impress the need for this dredging and to secure emergency dredging permission. **Captain Hereth** explained that the channel should be dredged to a depth of 35 feet. However, shoaling, especially in the spring months, causes the channel to be filled with upriver silt. This becomes a navigational and commercial hindrance. However, the large dredge ESSAYONS is not equipped to transport dredge materials up river. Question by **Scott Merritt**: Can

industry help to push the dredging schedule forward? **D. Dwinell** replied that the COE cannot appeal to Washington, DC to move on this. However, the users of the channel and industry can communicate their concerns. **Nick Salcedo** suggested that perhaps a letter to the Dredge Material and Management Office from the HSC may help to push this project forward. Question by **G. Stewart**: How long is the process for approval? **D. Dwinell** replied that the ESSAYONS is coming at the end of March 2001 and that they have a very busy schedule already that includes other ports. **Joan Lundstrom** observed that we have a narrow window to obtain approval. She urged that a letter be submitted to the DMMO from the HSC. (6) **Len Cardoza** of the Port of Oakland commented that the 50-foot project for Oakland would involve less ballast discharge for commercial vessels. Therefore, there would be less of a chance of discharging invasive species. However, environmental groups such as BayKeeper and the Center for Marine Conservation want zero discharge of ballast tanks.

The MARAD presentation scheduled for this meeting was cancelled.

NAVIGATION REPORT, E. DOHM. We are trying to understand the Pinole Shoal Channel problem. We may try writing letters to Contra Costa County agencies to urge them to lobby for Class I status for dredging in this area. Regarding the Avon Turning Basin, we will continue meeting with Ultramar Diamond Shamrock to seek their support in this project. We are continuing to work with the COE to update electronic navigation charts. More hardware is needed at the pilot office as well as more training in the use of these charts. The updated surveys are reaching the pilot office in a week instead of the previous two-month window.

UNDERWATER ROCKS REPORT, R. SMITH. The Underwater Rocks Removal Project is moving forward. The studies have been completed. At the March 5, 2001 monthly meeting, the risk benefits of lowering the rocks was discussed. We urge representatives from the tanker industry to attend the meetings. Their input would be valuable. The project is scheduled for completion in Y2003. The next meeting of the Underwater Rocks Working Group will be on April 3, 2001 at the San Francisco Pilots offices at Pier 9 in San Francisco.

HUMAN FACTORS REPORT, S. MERRITT. The BCDC Plan has been put to bed. The Steering and Propulsion casualty Project will be moving forward. Those interested in participating in the project, please contact **Scott Merritt** at Foss Maritime. The working group will go over the document. **G. Stewart** encouraged representatives from tug companies, tanker vessel companies and dry cargo operators to participate in this important program.

PREVENTION THROUGH PEOPLE REPORT, M. BROWN. The next meeting of this working group will be on March 15, 2001 at the California State Lands Commission offices in Hercules. There has been progress made on the terminals naming chart for boaters in SF Bay. This will be of great benefit to the USCG VTS as well as all that transit the Bay. The chart is scheduled for completion in the next two months. The working group is awaiting a grant for the printing of this document. Estimated cost: \$20,000.

TUG ESCORT REPORT, G. HALLIN. The Tug Escort Working Group will meet directly after this HSC meeting at 1200 hours. There will be a discussion regarding the language for tug escort regulations. There will also be discussion on bollard pull verification issues as well as tug stability verification issues. After today, **Len Cardoza**, Manager of Port Dredging Programs for the Port of Oakland will replace Gary Hallin on the HSC. **G. Stewart** thanked **G. Hallin** for his valued participation on this committee. He appointed **Joan Lundstrom** of BCDC to fill in as Acting Chair of the Tug Escort Working Group for the sake of continuity. And a permanent replacement will be announced later.

P.O.R.T.S. REPORT, S. McROBBIE. Reliability factors for the P.O.R.T.S. program are not only good, they are getting better. The Benicia sensor is back in place. It is again mounted on a bottom-mounted unit. **Alan Steinbrugge** is working with NOAA to improve the mounting of this sensor. NOAA reports that they may have enhancements soon. For funding issues, **S. McRobbie** deferred to **Lynn Korwatch**. **L. Korwatch** reported that the MX's consultant is working with the California Legislature to continue funding. The hope is that the grant from the Department of Boating and waterways will be extended for another year. There are plans in the works for a survey and study to qualify P.O.R.T.S. capabilities to the community. Long-term funding for the same program in LA/LB harbors will go to the port. However, the SF Bay Area is different in that there are nine port districts in the region. So, the MX is looking to State long-term funding. We are proposing a legislative package to appeal to the General Fund of the State. The package would include funding for the AIS project combined with the P.O.R.T.S. project. **S. McRobbie** clarified that the AIS funding will end in April 2001 and the P.O.R.T.S. funding will conclude in the fall of this year. **A. Steinbrugge** added that the MX has located funding for the repeater site, \$1200 per month, which barely meets the minimum costs. This funding begins on July 1, 2001. There will be a gap in funding. However, that is where it stands so far. It is important to have the AIS, P.O.R.T.S. and Pilot Laptop all in the same system. A not only LA/LB harbor, but also Puget Sound is looking at a P.O.R.T.S. system. They are investigating funding by "user fee," but there is some resistance.

OLD BUSINESS. **L. Korwatch** reported that the National Harbor Safety Committee Convention in San Francisco is scheduled for Monday and Tuesday, March 19th and 20th of this month. The support from local communities has been outstanding. \$22,000 in funding has been raised. The expected turnout is 150 people. Another 50 people may register in the week leading up to the convention. The Commandant of the USGC is scheduled to address the assembly. Governor Davis and Norm Mineta are possible participants. Governor Davis is presently concerned with energy problems in the state.

NEW BUSINESS. (1) **L. Korwatch** announced that it is time for the annual review of the Harbor Safety Plan. In 1999, there were no substantive changes. However, a report for Y2000 is in the initial stages. The final review is due on June 30, 2001. At the June meeting of the HSC, there will be a vote on the review of the Plan to be sent to the Administrator of OSPR. **R. Smith** said that it would be prudent to submit the updated review from each sector at the May 2001 meeting. **G. Stewart** said that the Review would be an agenda item for the next three meetings. (2) **M. Brown** announced that there is a meeting of NavSac in Charleston, South Carolina from April 17th through the 20th. Opening Day of yacht season is scheduled for Sunday, April 29, 2001. Vessels will meet at 1000 hours in Raccoon Strait. At 1200 hours, they will proceed from Blossom Rock to Pier 39.

The next HSC meeting is scheduled for 10:00 A.M., Thursday, April 12, 2001 at the Port of Oakland at 530 Water Street, Oakland, California. The May meeting is scheduled at the Port of San Francisco in their new location at Pier 1 in San Francisco.

MOTION to adjourn by **M. Brown**, seconded by **T. Wilson**. The motion was passed unanimously.

Respectfully submitted,

Captain Lynn Korwatch
Executive Secretary