

MINUTES

HARBOR SAFETY COMMITTEE OF THE SAN FRANCISCO BAY REGION

10:00 a.m., Thursday, April 11, 1996

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

1. The public meeting was called to order by Chair, Arthur Thomas, San Francisco Bar Pilots, at 10:10. The following committee members or alternates were in attendance: Dave Adams, Port of Oakland; Margot Brown, National Boating Federation; Maurice Croce, Chevron Shipping Co.; John Gosling, Matson Navigation; Gunnar Lundeberg, Sailors Union of the Pacific; Scott Merritt, Foss Maritime; Joan Lundstrom, San Francisco Bay Conservation and Development Commission; Roger Peters, Member at Large; U. S. Coast Guard representatives, Capt. Don Montoro (MSO) and Cmdr. Dennis Sobeck (VTS); U. S. Navy representative Robert Mattson; and OSPR representatives Carl Moore, Bud Leland and Marian Ashe. Also in attendance, more than forty representatives of the interested public, including two representatives from NOAA's National Ocean Service and six representatives from NOAA's National Weather Service.
2. T. Hunter, Marine Exchange, confirmed that a quorum was present.
3. **MINUTES OF PREVIOUS MEETING.** M. Croce noted that his alternate, Geoff Landon, was not listed as present for the meeting. Regarding reference to the M/V PACIFIC SUCCESS, the minutes state that the vessel "suffered full propulsion loss due to an electrical problem", did the vessel actually lose full propulsion, inasmuch as the minutes go on to state that the vessel was "piloted on dead slow." Clarification for the record is important. D. Montoro stated that the vessel could only operate on dead slow, not full ahead. A. Thomas added that, initially, the vessel lost all propulsion then regained enough power to allow dead slow. The minutes were approved as corrected, without objection, per the Chair.
4. In opening remarks, the Chair noted that the meeting promises to be interesting, with representatives from NOAA's National Weather Service here for a presentation on planned expansion of the forecasting system. The Chair introduced Capt. Jim Shanower, who will replace Capt. Carl Bowler as his alternate. Capt. Bowler is currently busy with work for the American Pilots Association Technical Advisory Committee, the PORTS project and the SFBP Navigation and Technology Committee.
5. **COAST GUARD REPORT**, Captain D. Montoro. (1) A summary of the report evaluating oil tanker routing to establish tanker-free zones was distributed. The full report, which is substantial, is available from D. Montoro. The Chair requested one full copy for the HSC files. (2) A written report of pollution statistics and significant port safety events is made a part of these minutes. Of 33 reports, 20 actual spills were identified. Of these six were cleaned up by the responsible party, with six civil penalties levied. There were no federalized clean-ups. (3) On the evening of 3-21-96, the tug "Delta Linda", towing a barge loaded with dredged mud, sank in 40 fathoms of water, approximately 13 nautical miles west southwest of the Farallons. All five crew members were rescued by a USCG helicopter. The barge was located and towed to Anchorage 8 the following night. MSO is investigating the cause of the sinking. (4) On 3-22-96 five lash barges burned near the Port of Sacramento. On 3-29-96 another three lash barges burned in the same area. Local fire department extinguished the fires, the second of which appeared to be the result of arson. Local agencies are investigating. (5) On 3-25-96 the M/V NATIONAL DIGNITY suffered a propulsion casualty that resulted in 50% propulsion loss. The vessel lost sea speed, but not maneuverability, and proceeded to dock for repairs. On 4-1-96 the T/V ALFOIS I engines' stalled while

in the Carquinez Straits. At the direction of the COTP, the vessel anchored at Anchorage 23 until the cause could be ascertained. A clogged air valve was cleared and the vessel was able to proceed to dock for permanent repairs. (6) USCG is working with OSPR to address the environmental problems caused by ballast water exchange. The release of non-indigenous species can pose a danger to California's ecosystem. A program of voluntary compliance with IMO standards is in its infancy stage. Input will be appreciated.

6. CLEARINGHOUSE REPORT, A. Steinbrugge. (1) There were four occasions to report regulated transits that did not check in with the Clearing House since the last HSC meeting. T. Hunter noted that this increase in events appears to be an anomaly. In one instance a vessel transiting from Martinez to Anchorage 9 stopped at Anchorage 23 without checking in - the escort tug never left the vessel. In the second, neither the master nor the pilot of a vessel transiting from Martinez to sea checked in, however, the tugs did. The remaining two incidents involved tug and barge movements where only the escort tugs checked in. One of those two moves was for a first time port call. (2) A written report of March and year-to-date statistics is made a part of these minutes. In response to a question regarding whether the amount of oil coming in and refined product going out has decreased, A. Steinbrugge responded that the MX doesn't track cargo, only the number of vessels. Only one facility, Pacific Refinery, has closed. M. Croce added that, while the number of transits may be down, the ships are bigger and capable of moving larger amounts of cargo.

7. OSPR REPORT, B. Leland. (1) OSPR will investigate each of the four reported violations noted in the CH Report and follow-up with a report on each. (2) Carl Moore, newly appointed aide to the Administrator was introduced. He reported that the TAC meeting scheduled for 4-17-96 has been rescheduled for 4-18-96 at 10:00 at the Richmond Harbor Master's Office. (3) The BC States Task Force is conducting an evaluation of pilotage on the West Coast. A questionnaire is out in the mail.

(4) A. Thomas asked C. Moore what is anticipated from the TAC meeting. C. Moore responded that OSPR is required by statute to take recommendations from the HSC, address them and draft regulations for adoption. Two bodies, in addition to the Office of Administrative Law, are required to look at OSPR's draft regulations. The State Inter-Agency Oil Spill Committee is empowered to review regulatory packages. If they fail to approve a package, it is dead. The SIOSC has approved the proposed SF Tug Escort Regulations. The Technical Advisory Committee is an oversight body to advise the Administrator. It neither reports to or is directed by the Administrator. The Administrator is required to tender to the TAC's review, along with that of the Coastal Commission and State Lands, but does not need the TAC's approval. At the last TAC meeting, the SF and San Diego escort regulations packages were presented. One member requested a more complete discussion of the SF tug escort regulations at an April meeting. The issue was originally agendaed for 4-17-96 meeting and the TAC Chair invited comments on the issue. C. Moore read the relevant portions of statute which address the mandate to the Administrator and the role of the TAC. He stressed that the TAC is tasked with review of the package, not approval. The TAC can vote to approve, issue a statement of no objection or express any consensus opinion. Any individual member of the TAC can submit their own opinion and comments to OSPR. To date one member has issued written commentary to OSPR for the record. This will be held as additional comment on the package. If the TAC votes no, the Administrator must weigh the comments and review from the TAC with all input, as that of any commentor. Because of the importance of the issue, it is going to the front of the TAC agenda for 4-18-96. The TAC Chair apologizes for the need to change the

date, but had a non-resolvable conflict. R. Peters asked if the HSC should be formally transmitting anything to the TAC. C. Moore responded that the issue of how OSPR should interface with the SF HSC on this has come up. It will be worthwhile to provide the TAC with the history and work of the HSC, but OSPR can't direct the HSC to do so. If the HSC asks OSPR to forward this information, OSPR will make it happen. A. Thomas asked if it would be appropriate for the information and comments which have gone to the TAC to date to be made available to the HSC. C. Moore responded that the OAL has a complete file in connection with the regulatory package and it is available for inspection. A copy would be available for the HSC without charge, but the public would pay a fee. A. Thomas asked for a complete file on all public comment to the TAC in preparation for the 4-18-96 TAC meeting. A. Thomas, R. Peters and others who were involved in the process of developing the tug escort regulations package will attend the meeting to fully advise the TAC on how the HSC got to the regulations proposed and why these are needed. C. Moore noted that the file is a public document but would like an official request. The Chair responded that this is an official request. T. Hunter suggested the Chair appoint a regular sub-committee to watch the TAC for issues of interest and to keep the HSC informed. The Chair requested that OSPR put the HSC Secretariat on the list for notice of proposed TAC meetings and agendas. A sub-committee or individual will be appointed to keep the HSC apprised of the work of the TAC. C. Moore read a list of the TAC members, who they represent and who appointed them. A TAC Vice Chair will be selected at the 4-18-96 meeting.

(5) OSPR is sponsoring legislation regarding mandatory pilotage requirements, SB 1641, carried by Senator Milton Marks. If the state doesn't address mandatory pilotage the federal government will. SB 1641 is moving forward and passed out of the Senate Committee on Governmental Organization 9 - 0. The OSPR sponsored bill to address mandatory pilotage last year (SB 423, Marks) was vetoed by the Governor because the provision was attached to a bill with controversial dredging provisions. With his veto, the Governor stated that he looked forward to a compulsory pilotage bill in 1996. The Administrator will be meeting with representatives of the LA-LB pilots, attorneys, the USCG and the ports next Tuesday to address this issue. It is the Administrator's intent to include statewide compulsory pilotage in the provisions of SB 1641, if possible. However, there definitely will be something for the SF Area this year. The Administrator's intent is to bring in elements from other areas as long as this effort doesn't sabotage the bill. The purpose is to stop the federalization of pilotage in San Francisco. J. Lundstrom asked how this bill will impact the State Pilot Commission. C. Moore responded that it won't. The bill will remove from statute the language "liable for pilotage" and replace it with "must have" language. Nothing in the bill will interfere with pilotage rate setting or the operations of the Commission. Later legislation will look at training.

(6) Local interests are looking to expand the operational control area of VTIS in LA/LB, while at the same time various groups are looking at what SF Bay Area VTS will look like in five years or so. AB 748, Kuykendall, sponsored by OSPR, addresses funding for expansion of the control area outside the port-controlled area. A. Thomas noted that the MX Harbor Safety Advisory Committee and the HSC will be interested in the development of regulations and take unto themselves some oversight of development of a system for the SF area. It won't necessarily be like that in LA/LB because there have been some problems there. It is important to have a safe secure system to take over if the USCG opts out. C. Moore noted that the user fee concept has been looked at for the LA/LB VTIS. Initial projections have been modified three times and the costs have come down each time. (7) R. Peters asked the status of documentation from the OSPR Tug Escort hearing last month. M. Ashe responded that the transcript and

all comment and input will become part of the rulemaking file. When the transcript is completed it will be put with written comments for a summary document, approximately a two month process. The summary document will be reviewed with the Administrator to see if there should be any changes to the regulations package. If there are changes, a 15-day comment period will follow and OSPR is obliged to respond to every comment.

8. NATIONAL WEATHER SERVICE. A. Thomas introduced Ernest Dagher, Oceanographer, NWS. He thanked the Chair for the opportunity to address the HSC and introduced the NWS personnel in attendance: Norm Hoffman, Meteorologist in Charge and Area Manager, Northern and Central California; Dr. Dave Reynolds, Science Operations Officer; Chuck Morrill, Warning and Coordinating Meteorologist; Laura Cook, Weather Service Headquarters, Washington, DC; and Bob Novak, Port Meteorological Officer, Alameda. The purpose of this presentation is to report on the new marine weather installation for SF-Monterey and efforts to replace the current land based and marine weather installation with a dedicated marine service. NWS representatives are addressing the HSC to solicit help for observational input for a marine evaluation plan. Norm Hoffman reported on the NOAA weather radio installation to be installed in Monterey in the next 30-60 days to cover bay and coastal waters at 162.475 MHz. He also addressed the work NWS is doing with a number of agencies within NOAA and from the outside community, in cooperation with Sacramento to include the delta area as PORTS expands. Laura Cook presented slides to demonstrate the present weather forecasting capabilities and proposed expansion to reach farther out from the coastal waters, to sea. Some of the meters currently on line and privately owned or COE owned will be withdrawn as the projects they serve are completed. The problems that result from failure of full weather marine forecasting were noted. Budget problems are due to the fact that the cost for one single point of data is high. The objective is a national network with modernized coastal warning and forecast areas. Each buoy costs \$80,000 to install and \$55,000 per year to maintain. The goal is to keep what is on line and continue to add points each year. There are currently 25 plus buoys on the West Coast. Many are Canadian funded as a result of a serious natural disaster several years ago that could have been mediated by better forecasting. E. Dagher added that the upshot is that NWS needs real time observations from people, i.e., ground truth data. The appropriate media may be cell phones or radio. Any agencies or companies who want to participate should contact E. Dagher. D. Reynolds discussed specifics of a local study, marine evaluation program. New Doppler equipment on McQueen Ridge, San Jose sends a beam at 4,000' to 5,000'. The marine boundary layer is at 1,500'. A wind profiler is needed to extrapolate the data for marine use. The technology exists to place an instrument off the Farallon Islands, to measure three-dimensional winds every thirty minutes. The cost would be \$250,000 and NWS is looking for local support. There is such a system in place in the mid-west to forecast storms, but there are no plans to extend it throughout the country. The Chair closed the discussion by noting that the presentation demonstrates what can be available as opposed to what is and may be falling apart due to lack of funding. Input to the marine evaluation program from the recreational boaters, pilots and shippers who call regularly can result in improved near term forecasting. J. Lundstrom suggested, as Chair of the Plan Sub-Committee, that this discussion be included in the plan update, stressing the importance of the NWS work in the section on Weather, Tides and Currents. A. Thomas suggested her sub-committee provide on-going liaison with NWS.

9. PORTS SUB-COMMITTEE, D. Adams. Capt. Tom Richards introduced Richard Barazotto, Executive Officer, Office of Ocean and Earth Sciences, NOS. He reported on a 4-10-96 meeting at Fort Mason, attended by 22 representatives from across the maritime community, to address technological

issues in addition to PORTS. The Richmond Outer Harbor current sensor is on line reporting off Richmond Long Wharf. The currents sensor at Oakland Outer Harbor is on line, as is the meteorological sensor for SF Bay. NOS is working with NWS on a program to disseminate data from PORTS. The sensor for the Golden Gate is scheduled for installation 6-11-96. An advisory group will meet in this room at 1330 today to address the development of local and regional long term funding and operation for the PORTS.

10. UNDERWATER ROCKS SUB-COMMITTEE, J. Lundstrom. The sub-committee met on 4-4-96 with representatives from the COE to hear about alternative methods for lowering the underwater rocks. The Dutra Group reported on hydraulic excavation. The COE described blasting methods that can go down to 6' grids. Issues of cost and environmental impact are key. D. Sobeck and J. Shanower presented navigational safety issues in conjunction with various alternatives for lowering various rocks. The sub-committee may decide to prioritize lowering specific rocks. Navigational safety issues presented by underwater hazards in addition to the rocks were looked at. The sub-committee makes the following recommendation: "That the Harbor Safety Committee of the San Francisco Bay Region request the U. S. Army Corps of Engineers to (1) further refine the Initial Cost Estimates for the removal of Harding, Arch, Shag and Blossom Rocks, an Unnamed Rock and Alcatraz Shoal to -55 feet MLLW, as contained in the Rock Removal Interim Report, Initial Appraisal, April, 1994; (2) to reexamine East Alcatraz Shoal in relationship to further deepening of Oakland Harbor and other pending projects; (3) to evaluate the forty foot shoal located approximately 500 yards south of the Delta/Echo span of the Oakland Bay Bridge with regard to the current Oakland Outer Harbor Dredging project; and (4) to survey the position of two charted wrecks, one located immediately south of Blossom Rock and the other located approximately 800 yards south of the Charlie/Delta span of the Oakland Bay Bridge which impact the safe passage of deep draft vessels." J. Shanower polled the pilots who gave the shoaling east of Alcatraz the highest priority. MOTION by R. Peters, seconded by M. Brown "to approve and transmit the recommendation from the Underwater Rocks Sub-Committee." Motion passed without objection. The next meeting of the sub-committee will be held on 6-6-96 at 10:00 to focus only on environmental issues with biologists, OSPR, and agency representatives. The sub-committee will outreach to environmental interest groups. D. Adams referred to COE representative Max Blodgett's desire to tie lowering the shoal to the Oakland Channel deepening project. M. Brown noted that the intention is not to tie lowering the shoal east of Alcatraz to the deepening project, but rather to the shoal at the Bay Bridge. If this shoal isn't lowered to the level of the deepening project, the larger ships still won't be able to transit. D. Sobeck clarified that the shoal east of Alcatraz is at -42' or -43' and the sub-committee felt it should be looked at in connection with the future -48' project; #2 in the recommendation. #3 in the recommendation refers to a -41' area south of the Bay Bridge and the sub-committee felt it should be looked at in connection with the current project lowering Oakland Channel to -42' as well as the overall shoal project.

11. TUG ESCORT SUB-COMMITTEE, R. Peters. (1) On 3-19-96 R. Peters testified at the OSPR hearing on the proposed tug escort regulatory package on behalf of the HSC and provided written comments. (2) On 4-18-96 he would like, without objection from the HSC, to provide the TAC with testimony and written comments on behalf of the HSC. There was no objection. The Chair suggested that, to avoid a paper work road block, information from the public hearing of 3-19-96 should be made available to the TAC members by OSPR as soon as possible. Supplemental information will be provided by R. Peters.

12. **PLAN SUB-COMMITTEE**, J. Lundstrom. Input for the update has been requested from the various sub-committee chairs. It should be received by 5-1-96 so that the HSC can vote on the update at the June meeting.

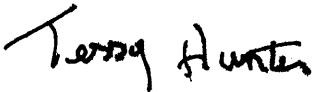
13. **UNFINISHED BUSINESS:** (1) T. Hunter announced that the annual MX May Day party will be held at the Fort Mason Firehouse on 5-1-96 from 4:00-8:00. (2) M. Brown has forms available to enter boats in the decorated boat parade for Opening Day on the Bay, 5-5-96. (3) R. Peters asked about the timeline for reimbursement of expenses from OSPR, referring to a submission last April. B. Leland responded that there is no streamlined process and it can take that long.

14. **NEXT MEETING.** The Chair is required to be at a Pilot Commission hearing with representatives of the pilots and industry the week of 5-6-96 and suggests that the next HSC meeting be tentatively scheduled for Thursday, 5-16-96, at 10:00 a.m. at the Port of San Francisco. It is possible that there will be no work for that meeting and it can be canceled. T. Hunter noted that it is not always easy to schedule rooms at the Port of San Francisco due to conflicts and added that the events of the TAC may require attention. A. Thomas responded that C. Moore pointed out the limitations of the TAC-if something comes up the 5-16 meeting can be held.

15. A reminder that the OSPR public hearing on the proposed tug escort regulations will be held on 3-19-96 at the Fort Mason Firehouse at 10:30. Written comments are due at OSPR by 5:00 p.m. that same day.

16. **MOTION** to adjourn by R. Peters, seconded by M. Croce. Meeting adjourned at 12:12 without objection.

Respectfully submitted,



Terry Hunter
Executive Secretary

POLLUTION STATISTICS

FOR PERIOD 01MAR96 - 31MAR96

	MSO	MSD	TOTAL
1.) Total reported/investigated pollution incidents within MSO SF BAY AOR:	<u>28</u>	<u>5</u>	<u>33</u>
Civil Penalty Action	<u>6</u>	<u>0</u>	<u>6</u>
Spill, No Source	<u>12</u>	<u>1</u>	<u>13</u>
No Spill, Potential Only	<u>3</u>	<u>3</u>	<u>6</u>
No Spill, Unconfirmed Report	<u>7</u>	<u>1</u>	<u>8</u>
EPA Zone Reports	<u>0</u>	<u>0</u>	<u>0</u>
2.) Discharges of Oil from:			
Deep Draft Vessels	<u>1</u>	<u>0</u>	<u>1</u>
Oil Transfer Facilities	<u>0</u>	<u>0</u>	<u>0</u>
Military Vessels/Facilities	<u>1</u>	<u>0</u>	<u>1</u>
3.) Federalized Cleanups	<u>0</u>	<u>0</u>	<u>0</u>
4.) Non-Federal Cleanups	<u>6</u>	<u>0</u>	<u>6</u>
5.) Hazardous Material Releases	<u>0</u>	<u>0</u>	<u>0</u>
6.) Cases requiring polreps	<u>0</u>	<u>0</u>	<u>0</u>
7.) Tickets Issued	<u>6</u>	<u>0</u>	<u>6</u>

Significant Cases: NONE

On the following Friday 29 March, the MSO was notified that three other lash barges were on fire. These barges were isolated and the fire was limited to these three. The local fire department again extinguished the fire. The cause of this fire appeared to be deliberately set, and local agencies were pursuing the investigation. Case Closed.

25 MAR 96 M/V NATIONAL DIGNITY (FLAG,RP) PROPULSION CASUALTY:

On Monday 25 March, the Agent for the M/V National Dignity reported to the Marine Safety Office that the vessel was inbound for San Francisco and its MAIN ENGINE #2 Turbo Charger has failed and power was reduced by about 50%. The agent has a tug escort standing by and tech reps ready to repair the problem once the vessel was at berth. The turbo only affected the vessel's sea speed and not its maneuvering speed. The vessel safely moored at Oakland. Four days later the vessel's turbo charger was replaced and was cleared for departure. Case Closed.

01 APR 96 T/V ALFOIS I (LIBERIAN), PROPULSION CASUALTY.

On Monday 01 April, the T/V ALFOIS I was on the Carquinez Straits enroute to the TOSCO/AMORCO dock in Martinez to off load crude oil when the pilot reported the vessel was "not under command." On the approach, the vessel's engines stalled. The pilot ordered the vessel to drop anchor at A-23 between the Carquinez and Benicia Bridge. The vessel was being escorted by two tugs at the time. The Captain of the Port ordered the vessel to not move until the problem was ascertained. Upon inspection, the vessel's Chief Engineer found an air valve was clogged. The valve was cleared and propulsion was tested ahead and astern. The vessel was cleared to proceed to berth. The vessel safely tied up at TOSCO/AMORCO where the ship was permanently repaired and tested to the satisfaction of a CG Inspector. Case Closed.

SIGNIFICANT PORT SAFETY EVENTS

FOR PERIOD 15 MAR 96 - 05 APR 96

1. Total Port Safety cases open for period.	11
2. SOLAS Interventions/COTP Orders	0
3. Number of vessels requesting/granted Letters of Deviation to enter Bay.	2/2
4. Propulsion/Steering Failures	3
5. Deadship tow	0
6. Vessel Fires	2

Significant Cases:

22 MAR 96: SINKING OF TUG DELTA LINDA:

On Thursday, 21 March at 1925 the Coast Guard received a report that the Tug DELTA LINDA, towing a barge loaded with dredge spoils from the Oakland Estuary to the Deep Water Dump Site, was taking on water approximately 13nm West Southwest of the Farallon Islands. The pumps were not keeping up with flooding. By 2000 the MSO was notified of the incident and the vessel had sunk in approximately 40 fathoms of water. A Coast Guard helo had successfully rescued all 5 crew members from their liferaft. The barge was still afloat. By 0500 on Friday, the Tug BILLIE was sent to the vicinity to recover the drifting barge. After calculating the set and drift, the Marine Safety Office provided a course for the BILLIE to intercept the barge. At 0640 the BILLIE had located the barge and at 2000 the barge was towed to A-8. Case Closed. The MSO is still investigating the cause of the sinking.

22 MAR AND 29 MAR 96: BARGE FIRES AT THE PORT OF SACRAMENTO:

On Friday, 22 March the Marine Safety Office was notified that 2 of 15 lash barges were on fire at an isolated location near the Port of Sacramento. Marine Safety Detachment personnel were dispatched to the scene. The fire spread to 2 other barges, including a crane barge. The crane's fuel tanks and several acetylene tanks were engulfed and exploded. It was determined that there was no other hazmat on any of the barges and they only carried scrap wood. The barges were hard aground near a levy and were not an immediate threat to life, other property, or to the navigational channels. Local fire departments contained the fire and by days end a total of five barges were destroyed. The barges had been at the Port for approximately 7 years and the owner is still trying to determine what to do.