

MINUTES

HARBOR SAFTY COMMITTEE OF THE SAN FRANCISCO BAY REGION

10: a.m., Thursday, May 11, 2000

World Trade Center, #3100, Ferry Building, San Francisco, California

Acting Chair **Scott Merritt** of Foss Maritime called the public meeting to order at 10:00 a.m. The secretariat confirmed the presence of a quorum. The following committee members or alternates were in attendance: **Gary Hallin**, Port of Oakland; **John Davey**, Port of San Francisco; **Ronald W. Kennedy**, Port of Richmond; **Nancy Pagan**, Benicia Industries, Inc.; **Brian Dorsch**, Chevron Shipping Company; **Stuart McRobbie**, SeaRiver Maritime, Inc.; **Rich Smith**, Westar Marine Services; **Larry Teague**, San Francisco Bar Pilots; **Gunnar Lundeberg**, Sailors' Union of the Pacific; and **Joan Lundstrom**, Bay Conservation and Development Commission. U.S. Coast Guard representative **CDR Kristi Plourde**, (MSO); NOAA representative, **LCDR Michael Gallagher**; California State Lands Commission representative, **Jay Phelps** and OSPR representative, **Ted Mar**. Also in attendance were more than twenty representatives of the interested public.

MOTION by **L. Teague**, seconded by **B. Dorsch**, to "accept the minutes of the previous meeting as written." The motion was passed unanimously.

COAST GUARD COTP'S REPORT. **CDR Kristi Plourde** provided the CG Report in the absence of **Captain Harlan Henderson**. Written reports of port operations statistics for pollution response and investigations and significant port safety events for the period of 4-1-00 to 4-30-00 are made a part of these minutes. The most notable event of the period was the propulsion casualty of the CSL TRAILBLAZER due to a clogged fuel filter. The vessel was dented and the fendering system of the Union Pacific RR Bridge was damaged. The pilot, master and crew did a great job of safely handling the casualty. There were two SOLAS interventions during the period. Question: Why do the types of casualties experienced by the CSL TRAILBLAZER seem to always happen at the bridge? **L. Teague**: The bridge is a critical point in the vessel's transit, with rudder commands and the changing of engine speeds. It is more likely to happen when these maneuvers are taking place.

CLEARING HOUSE REPORT, A. Steinbrugge. (1) A written report with statistics for the month of April 2000 and a report for 2000 year-to-date are made a part of these

minutes. (2) There was one potential escort violation since that last meeting; the only one for Y2000. In 1999, the violations averaged one per month.

OSPR REPORT, T. Mar. (1) The first unannounced oil spill drill was enacted this morning and is going as at the time of this meeting. Seven of the nine response organizations have volunteered to participate. (2) It is possible to add a ferry representative without new legislation by setting the statutory membership as a minimum that can be added to by the Administrator. (3) Short term funding for the PORTS program will hopefully be in place by next Friday. Question: The Coast Guard is looking at the impact of federal harbor safety committees. How will that effect this committee? **K. Plourde**: The Coast Guard is not proposing separate committees. The Coast Guard holds the SF HSC as a model for the rest of the nation. The NVIC (Navigation and Vessel Inspection Circular) regarding harbor safety committees was put together for areas where there are no harbor safety committees.

NOAA REPORT, M. Gallagher. (1) **M. Gallagher** introduced **Dave McKinnie**, Chief, Pacific Operations Section, NOAA, who in turn introduced **Mike Zabados**, NOAA NOS Center of Operations for Oceanographic Products and Services, which includes the PORTS program. The SF PORTS Demonstration Project was initiated four years ago. Since then, it has become fully operational. The project was a feasibility study of how NOAA could work with the local community. Providing real-time data is a change in mode for NOAA. New developments from NOAA will include different and better ways to deploy current meters, the introduction of visibility sensors, data on bridge clearance (which will be in the field for test evaluation next year), tidal predictions, and better ways to communicate and disseminate products. **M. Zabados** thanked the SF community for their work and reported that, based on the success in SF, NOAA has made PORTS their number one priority in navigational safety.

FERRY BOAT DISCUSSION. The chair noted that ferryboats constitute, by a ten-to-one margin, the highest number of transits on SF Bay, which has resulted in changing practices for vessel safety discussions. The consensus of the membership of the HSC is that a representative from the ferries would be a valuable addition to the HSC. While the charter of the HSC is to prevent oil spills on the bay, the committee cannot limit their scope of attention to tankers and barges only. **MOTION** by **J. Lundstrom**, seconded by **B. Dorsch**, that "the HSC vote to recommend to the Administrator of OSPR that the committee be expanded to include a representative of the ferry community and that a

letter from the chair with this recommendation include the reasons why the committee thinks that this is an important move.” The motion was passed unanimously.

HUMAN FACTORS WORK GROUP, S. Merritt. There is no report from the group and they have nothing on the agenda.

NAVIGATION WORK GROUP, L. Teague. (1) There is continued concern for tank vessels arriving at SF Bay without escort forms available. The HSC decided to address this through the *U.C. Coast Pilot*. **M. Gallagher** distributed draft language. There would have to be a similar entry for each port. **M. Gallagher** decided to use the long version because it answers all the possible questions. The *Coast Pilot* is widely used by mariners. There is an assumption that if something is not in the *Coast Pilot*, it could not be important. Question: Will there be language for other ports? **M. Gallagher**” What SF does, representatives from other ports will do. Question: How long before the next edition of the *Coast Pilot* is published? **M. Gallagher**: The next edition comes out in December 2000. Question: How else can this information be distributed? **M. Callagher**: The MX reminded all the agents to get the information to their vessels. NOS will ask the Coast Guard to include the information in some form in the *Local Notice to Mariners*. Question: Can the forms be kept on the pilot boat? **L. Teague**: This is not practical since the pilot doesn’t find out that the vessel’s master is unaware of the escort regulations until he is boarded. **J. Phelps** noted that State Lands representatives board 70-80% of the tankers and can take the forms along. Question: The DOD is taking out the programming errors in GPS. Is this significant? **L. Teague**: It will make GPS more like DGPS, which would be a significant improvement in GPS. Question: Should the escort form be included in the *Coast Pilot*? **M. Gallagher**: No. The *Coast Pilot* is not a forum for distribution of forms.

UNDERWATER ROCKS WORK GROUP, R. Smith. The Project Study Plan, which is an outline for a feasibility study, was published and distributed by the COE. The work group will hold a meeting at the COE offices at 333 Market Street, San Francisco on Monday 5 June 2000 at 10:00 a.m.

PREVENTION THROUGH PEOPLE WORK GROUP, S. Merritt. The group’s next meeting will be held at 9:30 a.m. on 13 June 2000 at the State Lands offices in Hercules, California.

PORTS WORK GROUP REPORT, S. McRobbie. (1) Funding remains an issue for PORTS. Short term funding through this fiscal year, ending in June, comes from OSPR and the Department of Boating and Waterways. The consultant chosen by the work group continues to work with the legislature to get continued funding past that date. The short term is covered. The medium term (one to two years), looks good as reliability and usage continue to climb. (2) The Joint Planning Partnership continues to meet. Twenty odd AIS units have been considered. The equipment will be funded by OSPR. Ross Engineering will provide one laptop unit with two other vendors to evaluate for the best. VTS continues to wrestle with the upgrade issue. All the equipment must have the ability to integrate. The chair noted that one requirement to vendors was that any equipment used must maintain compliance with proposed international regulations. Ross Engineering will guarantee SF that we will be compatible and comply with the Coast Guard system and then with the international system. **T. Hunter** suggested that the HSC write to **Assemblyperson Carole Migden** in order to urge her to support future funding for PORTS.

OLD BUSINESS. (1) **S. Merritt** reminded the committee that the IMISS system will roll out on 5-17-00 at a workshop at the California Maritime Academy in Vallejo, CA. An agenda for the workshop is available today. (2) **B. Dorsch** noted that the committee had voted two or three months ago to send a letter regarding the slow opening of the Union Pacific RR Bridge. Then the letter was held pending a Coast Guard investigation. Question: What is the status? Former chair **Lynn Korwatch** responded from the floor that the letter went out about one and one-half months ago, after receipt of the Coast Guard information. **P. Moloney** added that that Union Pacific Bridge work group met two weeks ago on Coast Guard Island. There are new players for both the Coast Guard and the Union Pacific Railroad. The UPRR people came from Omaha, an indication that they were serious. Computer equipment in Omaha now allows them to watch what is happening at their bridge locations in California from their offices in Omaha. Question: What is the notification process when the bridge does not open? **K. Plourde**: MSO notifies the bridge tender and the CG Bridge Section. (3) **Nick Salcedo**, BCDC, reported that the background report on navigational safety on SF Bay has been completed. He requested to be on the agenda for a future meeting. He will, however, get a summary of the report out to the committee before the June meeting.

NEW BUSINESS. (1) **Lilli Ferguson** of the California Coastal Commission reported that the Integrated Waste management Board received a grant to publish and distribute flyers at Bay Area marinas regarding oil dumping. (2) Question: Have any restrictions

been established for the PacBell Park area during the games? **J. Davey:** A 6 knot speed restriction has been proposed, but the issue has been held over to the next SF Port Commission meeting at the request of the Giants' organization. The reduced speed would be enforced in an area bounded by an imaginary line from Pier 48 to the South Beach Marina breakwater to the Lefty O'Doul Bridge.

The next HSC meeting is scheduled for Thursday, 6-8-00 at 10:00 a.m. at the Port of Richmond.

MOTION to adjourn by **L. Teague**, seconded by **R. Smith**. The meeting was adjourned without objection at 11:00 a.m.

Respectfully submitted:

Terry Hunter
Executive Secretary