

MINUTES

HARBOR SAFETY COMMITTEE OF THE SAN FRANCISCO BAY REGION

10:00 a.m., Thursday, May 10, 2001

Port of San Francisco, Pier 1, San Francisco, California

Grant Stewart, American Ship Management, Chair, called the public meeting to order at 10:05 a.m. and welcomed all those in attendance. The secretariat confirmed the presence of a quorum. The following committee members or their alternates were in attendance: **Marina Secchitano**, Inlandboatman's Union of the Pacific, **Todd Covini**, (alternate for **Stuart McRobbie**), SeaRiver Maritime, Inc., **Scott Merritt**, Foss Maritime Company, **Tom Wilson**, Port of Richmond, **Rich Smith**, Westar Marine Services, **Captain Larry Teague**, San Francisco Bar Pilots, **Brian Dorsch**, Chevron Shipping Company, **Margot Brown**, National Boating Federation, **Len Cardoza**, Port of Oakland, **Denise Turner**, (alternate for **John Davey**), Port of San Francisco, **Captain Margaret Reasoner**, Crowley Maritime Services, **Michael Beatie**, Golden Gate Bridge, Highway and Transportation District - Ferry Division, **Don Watters**, CSX Lines, **Nancy Pagan**, Benicia Industries, **Nick Salcedo**, (alternate for **Joan Lundstrom**), Bay Conservation and Development Commission, and **Captain Douglas Lathrop**, Chevron Shipping Company. U. S. Coast Guard representative, **Commander David Kranking**, NOAA representative, **LCDR Michael Gallagher**, U. S. Army Corps of Engineers representative, **Arijs Rakstins**, State Lands representative, **Ken Leverich**, and OSPR representatives **Al Storm** and **Bud Leland** were also in attendance. In addition, more than thirty representatives of the interested public were present.

Grant Stewart expressed congratulations to the Port of San Francisco for their beautiful new facilities at Pier One, San Francisco. He then announced a change in the agenda. The meeting would start with the swearing in of new committee members and alternates for the HSC. The floor was given to **Bud Leland** of OSPR. **B. Leland** stated that he was proud to be involved with the HSC of the SF Bay Region from its inception in 1991. He added that it was a good day when the State enacted the Committee and that it was inspiring to see so many new people interested in serving the Bay Area through the Committee. **B. Leland** then related that it was his proud duty to read letters of commendation to **Grant Stewart** and members of the committee from OSPR Acting Administrator, **Scott Schaefer**, who have served as work group chairpersons for the past three years. These members include: **Scott Merritt**, Human Factors Work Group, **Margot Brown**, Prevention through People Work Group, **Rich Smith**, Underwater

Rocks Work Group, **Larry Teague**, Navigation Work Group, as well as absent Chairs, **Stuart McRobbie**, PORTS Work Group and **Gary Hallin**, Tug Escort Work Group.

Throughout its ten-year history, the HSC has promoted good communications between industry and government. **B. Leland** thanked the committee members and their alternates for their unfailing service to the Bay Area. The committee has covered important issues such as dredging, underwater rock removal, tanker escort regulations, the Mariners' Channel 14 pamphlet, PORTS, AIS, bollard pull testing, the 2001 National Harbor Safety Committee Convention in San Francisco, USCG Steering and Propulsion Failures issues, and Union Pacific Railroad Bridge safety issues.

Alternates **Captain Eric Dohm**, (San Francisco Bar Pilots), **Jerry Triplett**, (Benicia Industries) and **Fred Henning**, (Baydelta Maritime) were sworn in. Next, the entire committee and alternates were re-sworn to accept the responsibility to serve the committee and the State of California. **B. Leland** added that OSPR was in the process of finding a representative for the committee from environmental organizations.

The following corrections were made to the minutes of the 4-12-01 meeting. **A. Storm**: p. 2, OSPR Report, should read AB715 instead of AB805 and p. 2, line 3 should read, "...amending OSRA regulations to give OSPR authority over on-water oil spill response organizations." MOTION from **L. Teague**, seconded by **R. Smith** to approve the minutes as corrected. The motion passed without protest.

COAST GUARD COTP'S REPORT, CDR D. Kranking and LCDR J. Caplis. **J. Caplis** extended **Captain Hereth** regrets that he was unable to make this month's meeting. He then reported that Secretary of Transportation Mineta met with Captain Hereth and was greatly impressed with the efforts of the HSC of the SF Bay Region. **LCDR Caplis** stated that "it was a quiet month" with one grounding, one collision one safety zone violation, no steering & propulsion casualties and 12 pollution incidents. Significant among these was the M/V PACIFIC EXPRESS grounding at New York Point in Suisun Bay on 04-09-01. The vessel was able to refloat itself and continued its transit. On 4-14-01, the M/V ROJAREK NAREE, a freight vessel bound for Los Angeles, collided with the F/V LINDA N 11 miles west of San Francisco. The collision caused a crack in the F/V's hull and flooding ensued. The two crewmembers of the LINDA N were rescued by a passing boat and brought to STA GOLDEN GATE. The F/V LINDA N flooded and sank with 30-60 gallons of diesel fuel aboard. An investigation is pending. On 04-17-01, a National Park Service Ranger reported tar balls along the shore

line of Drakes and Limontaur beaches in Point Reyes, CA. The MSO Pollution Response Team investigated and found approximately eight to ten miles of beach impacted with tar balls. No responsible party could be found, so the MSO hired Advanced Clean-Up Technologies, Inc., to conduct the clean up. On 04-21-01, the USS IOWA was successfully towed to Suisin Bay and moored at the Benicia Reserve Fleet. A written report of port operations statistics for pollution response and investigations and significant port safety events for the period 04-01-01 through 04-30-01 have been made a part of these minutes.

CDR D. Kranking had three reports. 1) Copies of the 05-02-01 Federal Register, Volume 66, No. 85 have been made available to the committee. Here it is stated that the United States Coast Guard is considering amending its regulations to allow commercial vessels to use as their primary means of navigation in US waters, an electronic charting and navigation system that meets the Electronic Charting Display and Information System (ECDIS) standard of the International Maritime Organization (IMO). There are concerns about the proposed rule and its effectiveness. 2) The new Traffic Separation Scheme for West Coast waters was enacted in July 2000. It was reoriented from North-South to North-North-West to South-South-West. However, the change in the northern traffic lane was not included in the new chart #18645. A copy of the corrected chart is being made available to the committee. The USCG will work with the San Francisco Bar Pilots and the Marine Exchange to get the word out to the industry. 3) There has been improved relations with the Union Pacific and the UP Railroad Bridge. There have been no incidents of note. There has been a significant improvement in communications between the bridge operators and masters of ships transiting through the area.

CLEARINGHOUSE REPORT, A. Steinbrugge. The Clearinghouse called OSPR in April with three possible violations (all non-escort) which was the first time in Y2001 that calls have been made. There were 62 tanker arrivals in SF Bay in the month of April 2001 as opposed to 49 for April Y2000. A written report with statistics for the month of April 2001 has been made a part of these minutes.

OSPR REPORT, B. Leland. 1) **B. Leland** reported that **Ted Mar**, formerly of the California State Lands Commission has been hired as the new Chief of the Marine Safety Branch of OSPR and will report to **B. Leland**, Assistant Deputy Director of OSPR. **Captain Harlan Henderson**, former COTP for USCG District 11, San Francisco, has been named Administrator of OSPR and will commence his duties on July 1, 2001. **Scott Schaefer** will remain the Chief Deputy Administrator. 2) AB715 will clarify the

authority of OSPR to oversee on-water oil spill response in the State. OSPR will also have more authority to streamline safety and response issues between facilities, tank and non-tank vessels.. 3)SB849 will increase the authority of OSPR to obtain more funding from oil production (4 cents to 6 cents per barrel). This is a cost of living raise. If enacted, OSPR will not have to go to the legislature for funding. The Western States Petroleum Association is against this legislation. So far, the bill has gone through the Senate and is now in the Assembly. 4)There is a shake-up in the oil spill response industry in the form of a trickle-down effect from the EXXON VALDEZ incident. Unannounced visits to terminals to inspect their ability to respond to a spill are continuing. Discussions are continuing in Washington, DC. 5)Offshore Lightering Initiative - Southern California is proposing new lightering areas off the Southern California coast line. Concerns are being addressed. Question by **M. Secchitano**: Regarding the legislation for the drills (AB715), is it clarified who will cover the costs? **B. Leland**: The increased funding would cover the costs. Second question: Have local OSROS accepted the responsibility? **B. Leland**: Yes.

Joy Lavin-Jones reported that there has been one change to the new Tug Escort Regulations now in review by OSPR. The exemptions for the SF Bay Region will be the same for the LA/LB Harbor Area for continuity within the State. A reasonable comment period will be added to the Tug Escort Regulations time line. The Regs are currently at the OAL for review. There will be a hearing on 07-05-01.

NOAA REPORT, LCDR M. Gallagher. 1)There has been a request for NOAA to add tow lanes from Cape Flattery to San Francisco on the electronic charting system. There is no legal basis for these lanes. They have been used by mutual agreement. A discussion followed which concluded that to add the lanes would cause confusion. The lanes will not be added. **T. Wilson** stated that the lanes should be included as there are many new players in the industry that need to know about these lanes including crabbers, herring and sport fishermen. **B. Leland** responded that there is a VTS study now being prepared on the issue. **M. Brown** added that as long as the lanes are not mandatory, they should not be on the charts. **Captain Peter Bonebakker** (TOSCO) proposed that a voluntary overlay of these lanes could be added to the electronic charts. **M. Reasoner** offered that it would be beneficial to publish fishing and race seasons and chart areas in the *Local Notice to Mariners*. 2) **M. Gallagher** introduced **Catherine Simmons**, Field Party Chief for the Charting Operation in the SF Bay Area. The Field Party will be in the area until October to chart features (piers, docks, etc) to be included in the electronic charts. Aerial photography is used along with GPS to determine exact locations for the

charts. The US Navy in San Diego gave the Field Party blanket authority to chart their piers. The Field Party plans to inform terminals in advance when they will be visiting their areas.

ARMY CORPS OF ENGINEERS REPORT, A. Rakstins. A full written report with statistics was made a part of these minutes. Included in underway or upcoming projects was the Oakland dredging project, the SF Bay Rock Removal Feasibility Study, the Pinole Shoal Channel Maintenance Dredging and the Avon Turning Basin. In the Rock Removal Feasibility Study, the COE have initiated the EIS/R process and are currently negotiating the Benthic Survey and Oil Spill Model. The Geotechnical (drilling) Contract will enter negotiations next week. The Risk Assessment methodology (Position Paper) was forwarded to Corps Headquarters on 24 April 01 for review. They expect comments and approval shortly. The next step will be to develop a Scope of Work for a Risk Model and to start collecting data to support potential damage assessments.

The emergency dredging for Suisun Bay Channel and the Pinole Shoal Channel has been completed and the port dredge survey data has been disseminated to the San Francisco Bar Pilots, Military Sea Lift Command and all others on the standard distribution list.

The port of Stockton has requested that the COE study and dredge their facilities to 35-36'.

NAVIGATION WORK GROUP REPORT, L. Teague. **Captain Larry Teague** turned the report over to his alternate committee member, **Captain Eric Dohm**. **E. Dohm** reported that there is a better working conditions between the SF Bar Pilots and the COE. The Bar Pilots are now receiving charts from the Corps electronically and speedily. **Captain Dohm** then demonstrated for the committee a replica of the new charts. The demonstration revealed a better layout of the designated area to show where the deep water is. **E. Dohm** expressed special thanks to **LCDR Mike Gallagher** of NOAA and the COE for their good work.

UNDERWATER ROCKS REPORT, R.Smith. The Feasibility Study is continuing. The field surveys will take place this summer along with the drilling study. The next meeting of the Underwater Rocks Work Group will be Monday, June 4, 2001 at the offices of the SF Bar Pilots. The meeting will be followed by a round table discussion on rock removal alternatives. There has been a great deal of discussion regarding alternatives for rock removal by the HSC and have been noted in the HSC Plan.

HUMAN FACTORS REPORT, S. Merritt. The working group held a second meeting regarding Propulsion and Steering Casualties and they are working on a document for the Safe Transit Program as a guide for the prevention of propulsion and steering casualties. The group has produced a draft pamphlet and has edited redundancies. The group also worked on formatting for the pamphlet as well as initial and prolonged distribution. The plan is for shipping agents to distribute the pamphlet to masters of vessels. Special thanks to **Captains Doug Lathop** and **Jeff Wells, Don Watters, Roy Mather** (State Lands) and **LCDR John Caplis** of the USCG. The Safe Transit Program will be an umbrella group for the pamphlet. It will eventually be edited for statewide use.

PREVENTION THROUGH PEOPLE REPORT, M. Brown. **Margot Brown** expressed her thanks to **Nick Salcedo** of BCDC for his help in putting together a chart to educate the lay person (noncommercial mariner) on known landmarks throughout the Bay Region. The working group's next meeting will be on May 15, 2001 at the State Lands Northern California Field office to finalize the final draft of the document. The Marine Communications pamphlet has received a grant from the National Fish and Wildlife Association. However, the IRS wants to know who will pay the taxes on these funds. For now, that pamphlet is in limbo. The Department of Boating and Waterways has expressed an interest in publishing the pamphlet. **M. Brown** plans to discuss the matter with the Administrator of Boating and Waterways.

TUG ESCORT WORKING GROUP, J. Lundstrom. No report.

HSC ANNUAL REVIEW OF THE HSC PLAN, L. Korwatch. **L. Korwatch** asked the committee to review the changes that were submitted. For formatting changes, instructions were given to contact the staff at the MX. Substantive changes will have to be discussed with the author through the committee. The review will be voted upon as a committee. A "vote anticipated" will be scheduled for next month's meeting.

PORTS REPORT, T. Covini. **T. Covini** deferred to **A. Steinbrugge** of the MX for the report. **A. Steinbrugge** reported the following: 1) The Benicia current meter is operational but the mount has once again buried itself; 2) the Richmond cable for the sensor has failed most probably due to age and new cable has been ordered; 3) there was an interruption on the MX computer so PORTS information was not consistent for a period in April. This last problem has been corrected. Salinity data should be available sometime this year.

OLD BUSINESS. **G. Stewart** announced a notice for a hearing for the Bay Conservation and Development Commission regarding their Bay Plan. **N. Salcedo** mentioned that BCDC have been working closely with USCG as to the wording. It is felt that the present draft will be well received. The hearing is June 7, 2001 at the State Building in SF (425 Market Street). The meeting is public and there will be a comment period. They hope to have the Plan matter resolved in July 2001. **N. Salcedo** reminded the committee and those present that their Plan does not change their policy, rather it clarifies the recommended policies.

NEW BUSINESS. Per **G. Stewart**, there was an introductory meeting of the Water Transit Authority this past week to discuss among other topics, the introduction of an expanded ferry service on SF waters. **G. Stewart** is on the technical advisory committee, which consists of approximately 60 people at this point. They will reduce this number to working groups in the near future. HSC member, **Marina Secchitano** also serves on this committee. She stated that the group would be developing a plan to go to the state legislature for funding.

G. Stewart stated that he would like all committee members and their alternates to participate on one of the existing working groups or the to-be-formed Water Transit Working Group. He advised the committee members and their alternates to give their first and second preferences for participation to **Lynn Korwatch** of the MX.

Captain E. Dohm introduced **Todd Barr** from Polar Tankers who announced that they have completed the construction of their first of five double-hulled tankers. They will be applying for an exemption from tug escorting of their double-hulled tankers. However, until it is granted, Polar Tankers will be running their tankers from Puget Sound to the SF Bay Area and enter SF waters with an escort until it is proven that the new design meets all Tanker Escort requirements. A new ship is scheduled each year for the next four years. Their first ship is the Polar Endeavor.

Ted Mar introduced **Ken Leverich** as the new supervisor for the California State Lands Commission (Northern California Division).

The next meeting of the Harbor safety Committee will be on **Wednesday, June 13, 2001** at the Port of Richmond from **9:00 A.M. to 12:00 P.M.** Next month's meeting is

changed to Wednesday due to the Flag Day holiday on Thursday, June 14th. The meeting has been moved to 9:00 A. M. do to another engagement scheduled that day.

A MOTION was announced by **L. Teague** and seconded by **T. Wilson** to adjourn the meeting. The meeting was adjourned at 11:40 A. M. without objection.

Respectfully submitted,

Captain Lynn Korwatch
Executive Secretary