



of the San Francisco Bay Region

*Mandated by the California Oil Spill  
Prevention and Response Act of 1990*

## **HARBOR SAFETY COMMITTEE OF THE SF BAY REGION**

Thursday, May 9, 2002

Port of San Francisco, Pier 1, San Francisco, CA

**Capt. Grant Stewart**, American Ship Management, called the public meeting to order at 1015 hours and welcomed those in attendance. The secretariat confirmed the presence of a quorum. The following committee members or alternates were in attendance. **Len Cardoza**, Port of Oakland; **Marina V. Secchitano**, Inland Boatman's Union; **Capt. Margaret Reasoner**, Crowley Maritime Services; **Michael Beatie**, Golden Gate Bridge District, Ferry Division; **Capt. Larry Teague**, San Francisco Bar Pilots; **John Davey**, Port of San Francisco; **Brian Dorsch**, Chevron Texaco; **John Karakoulakis**, SeaRiver Maritime; **Don Watters**, CSX Lines; **Fred Henning**, BayDelta Maritime; **Nick Salcedo**, BCDC; **Tom Wilson**, Port of Richmond; **Margot Brown**, National Boating Federation. Also present were U. S. Coast Guard representative **LCDR. John Caplis** (MSO) (Alternate for Capt. Larry Hereth); U. S. Army Corps of Engineers representative, **Jim Delorey**; OSPR representative, **Jack Geck**; State Lands representative, **Ken Leverich**; and Marine Exchange/Clearinghouse representative, **Capt. Lynn Korwatch**. In addition, more than twenty representatives of the maritime community and interested public were present.

The following corrections were made to the minutes of the 4-11-02 meeting. **M. Beatie**: page 2, COTP Report, comments of M. Beatie, should read "The Golden Gate Bridge District, Ferry Division, has brought in Greg Hanserd to be Security Officer..." **J. Delorey**: indicated that in the COE Report his last name is spelled incorrectly. **K. Leverich**: Page 3, State Lands Report, "The cargo was Jet A, not MTBE." **MOTION** was made and seconded to "approve the minutes of the 4-11-02 meeting as corrected." Motion passed unanimously.

**USCG COTP'S REPORT, LCDR. J. Caplis**: A written report of port operations statistics for pollution response and investigations and significant port safety events for the period April 1, 2002 to April 30, 2002 is made part of these minutes. (1) The Coast Guard has awarded a contract to Titan Marine for product removal from the JACOB LUCKENBACH. The lightering vessel should be on site on the 23<sup>rd</sup> of May and remain there for as long as 60 days. Question: Could hazards to waterfowl and the environment be minimized by delaying lightering until the favorable weather conditions of mid August? **J. Caplis** A 400 ft. work barge is being brought in to provide a stable platform. The MSO is holding a meeting on May 16<sup>th</sup> to discuss the LUCKENBACH; stakeholders and interested persons are welcome to attend. (2) Port Security: MARAD and the Coast Guard have evaluated and prioritized \$40 million worth of grant applications. Head Quarters has yet to determine the criteria for allocating the \$95 million that congress has

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set aside for port security. (3) Inspection of facilities will begin at the State Lands Commission and work around to the various ports. (4) The Coast Guard group on YBI is seeking to have the gunnery range near Mare Island reactivated. **M. Secchitano**: The American Waterway Operators (AWO) has put together recommendations for tug and barge security; if the Coast Guard is going to adopt a security plan that includes back ground checks for crews, then input from labor should be included in the development of that plan. **J. McMahan** American Waterway Operators have put together models of security plans that companies can use when developing their own security plans. These plans are only meant to serve as a guide and should be developed with consultation from the Coast Guard and the COE. **Cmdr. Kranking** (VTS) The COE Dredge Essayons is to be commended for facilitating vessel traffic near her location; experiences with the Essayons were exceptional. (2) When a vessel enters Anchorage 9 for dead ship conditions an assist tug of adequate bollard pull needs to be able to respond within 15 minutes. During sustained winds of 20 knots, or gusting winds to 25 knots, then the assist tug needs to be along side. (3) Pilots, VTS, vessel operators and other stakeholders need to be apprised of facility name changes; perhaps the Marine Exchange could coordinate relevant updates.

**CLEARINGHOUSE REPORT, A. Steinbrugge.** A written report for the month of April, 2002 is made a part of these minutes. There have been no calls to OSPR so far this year. There were six in 2001 and five in 2000.

**OSPR REPORT, J. Geck.** No report.

**NOAA REPORT, CMDR Gallagher.** No report. The new NOAA representative will attend the June HSC meeting.

**COE REPORT, J. Delorey.** (1) The Dredge Essayons will be returning in June. (2) Dutra was awarded the dredging contract for the Inner Harbor Turning Basin expansion, a component of the 50' dredging project. (3) A survey was completed for emergency dredging at Bulls Head Run.

**STATE LANDS COMMISSION REPORT, K. Leverich.** During April there were no Coast Guard call outs for vessel problems. Nor were there any oil spills at marine oil terminals. A total of eight inspections were conducted at marine terminals and more than 100 product transfers were monitored. Review of security plans is ongoing. A State Lands symposium will be held in Long Beach on September 10 & 11' 2002.



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### **WATER TRANSIT AUTHORITY (WTA) PRESENTATION.**

**Heidi Mechan:** Agency overview. Bay Area traffic problems require multi modal solutions. In 1999 the WTA was created to facilitate water transit. Most Bay Area cities that have ferry service or that are being considered for ferry service have official representation to the WTA. There is an 11-member board, a 25-member community advisory committee and a 60 member technical advisory committee. New routes are being considered through out the bay region. The WTA is mandated to explore additional funding sources including increasing state bridge tolls. Grant funding from local, state and federal sources is also being sought. Recently, a grant was received from the Federal government for the design of a zero emission ferry. Also coordinating service with other transit systems is part of the ferry transit system. Calculating the amounts of fare box recovery is a key aspect of planning new routes. The Vallejo line is exceptional in that it generates 79% of its operating costs from the fare box. A comprehensive system will be recommended to the WTA board in 2002. The Metropolitan Transportation Committee (MTC) and the public will have an opportunity to review the Draft Operations and Implementation Report in December. The EIR will be available for public review in September with the final draft going to the state legislature in the spring of 2003.

**Mary Culnane:** Technological Advances. Improving air quality and minimizing wake issues requires solutions such as alternative fuels, propulsion technologies, and appropriate vessel design. Alternative fuels research has involved a five month study of bio-diesel and an ongoing PureNOx project. Emissions tests have been done on different boats of different ages and engine types to verify emission reductions. Propulsion technologies include diesel engine, electric drive and battery powered hybrids. Several different propulsion suites have been configured to determine which would be the most likely to exceed future EPA standards. The \$100,000 government grant is for detailed design drawings of a fuel cell powered ferry. Vessel design issues are being devised by Herbert Engineering of Alameda. They are creating a draft RFP for various classes of vessels with formal requirements for emissions standards as determined by CARB, wake standards, thermal standards for expelled water, and bird and mammal warning capabilities. A safety plan is being developed with ABS consulting in conjunction with George Washington University and the Cal Maritime Academy. This risk assessment will focus on the current traffic situation on the bay. Soon a video model will illuminate congestion points or areas of accident potential.

The Water Transit Authority can be contacted at [www.watertransit.org](http://www.watertransit.org) or (415) 291-3377.

**NAVIGATION WORKGROUP REPORT, L. Teague.** No report.



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**UNDERWATER ROCKS WORK GROUP, L. Cardoza.** The previous meeting was held on May 16<sup>th</sup>; the monthly report is made part of these minutes. (1) The 50 ft. dredge project is proceeding with the second contract (focusing on expansion of the inner harbor turning basin) having been awarded to Dutra. Later this month, the electric dredge "Beaver" will be mobilized in compliance with the Port of Oakland's environmental sustainability requirements.

**FERRY OPERATORS WORK GROUP, M. Beatie.** Recently, the Bay Area Ferry Operators (BAFO) met; the results of that meeting will be presented at the next HSC meeting.

**HUMAN FACTORS WORK GROUP.** No Report.

**PREVENTION THROUGH PEOPLE WORK GROUP, M. Brown.** No report.

**TUG ESCORT WORK GROUP, L. Teague.** Final "Recommendations for Conducting Escort Training on San Francisco Bay" was distributed and is made part of these minutes. In an effort to avoid cumbersome regulations, training of tug crews must not be structured by legislation, but rather, be left to the individual tug companies to perform on a voluntary basis. Each company will devise its own means of tracking training. **M. Reasoner:** **MOTION** to accept this protocol, arrange for the Marine Exchange to disseminate the information, and gather again in one year to review the effectiveness of escort training. **Brian Dorsch:** The Tug Escort Group is preparing a draft of a letter to present to the HSC for approval. Question: In one year how will OSPR be able to determine the effectiveness of the training with no records? **L. Teague:** There will be records; shared information will result in standards. It may be that the Marine Exchange receives the training records. Motion seconded and approved.

**PLAN REVIEW WORK GROUP.** No report.

**A.Steinbrugge:** Hopefully the draft plan update will be ready for dissemination before the next meeting and it can then be considered for approval.

**P.O.R.T.S. WORK GROUP.** No report.

**A.Steinbrugge:** The next meeting is scheduled for Wed., May 15<sup>th</sup>, at 1330 hrs., at SeaRiver Maritime in Benicia.

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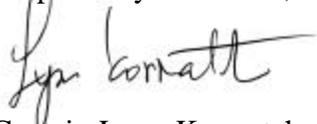
**P.O.R.T.S. REPORT, A. Steinbrugge.** (1) The new P.O.R.T.S. voice phone number is (866) 727-6787; this is a toll free number and currently active. The previous system will remain active until early June. (2) The system is functioning much as it was last month with the following exceptions: The Oakland current meter has proved difficult to locate, the Benicia side looking meter will be installed soon, and technical limitations involving salinity meters have been overcome and will hopefully be deployed before the end of the year.

**OLD BUSINESS, G. Stewart.** In response to the letter the HSC sent to the Coast Guard about implementing enforcement of STCW standards the Coast Guard indicated that they are supportive of the HSC's position. A copy of this letter is made part of these minutes.

**NEW BUSINESS, G. Stewart.** The California Coastal Commission in conjunction with the U. S. Coast Guard Auxiliary is sponsoring a "Boating Clean and Green" campaign designed to train instructors how to teach the practice of environmentally sound boating. **M. Secchetiano:** Assemblyman Lowenthal has authored a resolution that supports California Marine Transportation. This bill will recognize the month of May as Marine Transportation System month. **M. Brown:** Information on dates and times of closures of the Carquinez Straits has been made available to mariners and will also be disseminated to yacht clubs and boating associations. **J. Kranking:** The actual closures will be shorter than published; revisions will be forthcoming. **A. Steinbrugge:** The Prevention Through People Work Group should address the issue of updating the Collinsville pamphlet as they produced the original. **G. Stewart:** L. Teague and M. Brown will have more information on updates at the next meeting.

**ADJOURNMENT, 1135 HOURS.**

Respectfully submitted,



Captain Lynn Korwatch  
Executive Secretary

# USCG Marine Safety Office San Francisco Bay Port Operations Statistics

For 1 to 30 April 2002

<b>PORT SAFETY:</b>	<b>TOTAL</b>
• SOLAS Interventions/COTP Orders:	4
• Propulsion Casualties	1
• Steering Casualties:	1
• Collisions/Allisions:	0
• Groundings	0

<b>POLLUTION RESPONSE:</b>	<b>MSO</b>
<b>Total oil pollution incidents within San Francisco Bay for the month:</b>	<b>26</b>
▪ Source Identification; Discharges and Potential Discharges from:	
Deep Draft Vessels	0
Facilities (includes all non-vessel)	6
Military/Public Vessels	1
Commercial Fishing Vessels	1
Other Commercial Vessels	3
Non-Commercial Vessels (e.g. pleasure craft)	5
Unknown Source (as of the end of the month)	10
▪ Spill Volume:	
Unconfirmed	7
No Spill, Potential Needing Action	0
Spills < 10 gallons	15
Spills 10 to 100 gallons	3
Spills 100 to 1000 gallons	0
Spills > 1000 gallons	1

## Significant Cases:

13 APR – T/V Brali (BF) entered port with an inoperable echo depth sounder. Vessel can only be repaired at dry-dock. Vessel requested an LOD to depart port, LOD granted.

13 APR – T/V Pacific Sound (RP) had numerous SOLAS violations. COTP order issued directing vessel to make repairs before being allowed to depart. Repairs were made and COTP order was rescinded.

13 APR – T/V Polar California (US) lost propulsion and steering enroute to Martinez. Casualty caused by a faulty electrical power breaker. COTP order issued requiring vessel to make repairs. Repairs were made and COTP order was rescinded, vessel was required to have a one-tug escort until berth was reached.

16 APR – M/V P & O Nedlloyd (LI) had both radars reading 2 degrees off. COTP order was issued ordering the vessel to remain moored until repairs are made. Repairs were made and COTP order was rescinded.

# San Francisco Bay Clearinghouse Report For April 2002

## San Francisco Bay Region Totals

			<b>2001</b>
Tanker arrivals to San Francisco Bay	66		62
Tank ship movements & escorted barge movements	314		311
Tank ship movements	209	66.56%	211
Escorted tank ship movements	108	34.39%	99
Unescorted tank ship movements	101	32.17%	112
Tank barge movements	105	33.44%	100
Escorted tank barge movements	55	17.52%	56
Unescorted tank barge movements	50	15.92%	44
Percentages above are percent of total tank ship movements & escorted barge movements for each item.			
Escorts reported to OSPR	0		3

<b>Movements by Zone</b>	<b>Zone 1</b>	<b>%</b>	<b>Zone 2</b>	<b>%</b>	<b>Zone 4</b>	<b>%</b>	<b>Zone 6</b>	<b>%</b>	<b>Total</b>	<b>%</b>
Total movements	194		299		0		138		631	
Unescorted movements	97	50.00%	146	48.83%	0	0.00%	63	45.65%	306	48.49%
Tank ships	71	36.60%	100	33.44%	0	0.00%	38	27.54%	209	33.12%
Tank barges	26	13.40%	46	15.38%	0	0.00%	25	18.12%	97	15.37%
Escorted movements	97	50.00%	153	51.17%	0	0.00%	75	54.35%	325	51.51%
Tank ships	63	32.47%	103	34.45%	0	0.00%	44	31.88%	210	33.28%
Tank barges	34	17.53%	50	16.72%	0	0.00%	31	22.46%	115	18.23%

### 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 2002

## San Francisco Bay Region Totals

			<u>2001</u>
Tanker arrivals to San Francisco Bay	235		710
Tank ship movements & escorted barge movements	1,029		3,501
Tank ship movements	663	64.43%	2,376
Escorted tank ship movements	375	36.44%	1,110
Unescorted tank ship movements	288	27.99%	1,266
Tank barge movements	366	35.57%	1,125
Escorted tank barge movements	214	20.80%	609
Unescorted tank barge movements	152	14.77%	516
Percentages above are percent of total tank ship movements & escorted barge movements for each item.			
Escorts reported to OSPR	0		6

<u>Movements by Zone</u>	<u>Zone 1</u>	<u>%</u>	<u>Zone 2</u>	<u>%</u>	<u>Zone 4</u>	<u>%</u>	<u>Zone 6</u>	<u>%</u>	<u>Total</u>	<u>%</u>
Total movements	632		954		0		518		2,104	
Unescorted movements	267	42.25%	412	43.19%	0	0.00%	218	42.08%	897	42.63%
Tank ships	189	29.91%	284	29.77%	0	0.00%	125	24.13%	598	28.42%
Tank barges	78	12.34%	128	13.42%	0	0.00%	93	17.95%	299	14.21%
Escorted movements	365	57.75%	542	56.81%	0	0.00%	300	57.92%	1,207	57.37%
Tank ships	232	36.71%	358	37.53%	0	0.00%	169	32.63%	759	36.07%
Tank barges	133	21.04%	184	19.29%	0	0.00%	131	25.29%	448	21.29%

### 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.

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**Report of the  
U.S. Army Corps of Engineers, San Francisco District**

**9 May 2002**

**1. CORPS 2002 O&M DREDGING PROGRAM**

- a. *Main Ship Channel* – Dredging complete – waiting post dredge survey – Large survey boat in for repairs
- b. *Richmond Outer and Southampton* – Project completed for this year
- c. *Richmond Inner* – May – June 2002 time frame – Ocean Disposal.
- d. *Oakland (Inner & Outer)* – June – July 2002 timeframe – Ocean Disposal.
- e. *Suisun Bay Channel* - July- August 2002 timeframe – Upland Disposal if funding permits.
- f. **San Rafael** – This is a congressional addition to the Corps budget – In-Bay/Winter Island Disposal.
- g. **Petaluma** – This is a congressional addition to the Corps budget – Upland Disposal.
- h. **Larkspur** - August - September 2002 timeframe – In-Bay Disposal at Alcatraz. Anticipate a late start because of environmental window in one location of the channel. Still on schedule. Condition survey has been completed and there is approximately 120,000 cubic yards to dredge.
- i. **Redwood City** – Post dredge survey showed that the contractor did not complete this project last year. Dredging completed – waiting for results of post dredge survey

**2. DEBRIS REMOVAL**

The total tonnage of debris collected on the San Francisco Bay for April 2002 was approximately **54** tons. This is **down** from the **74** tons for March.

### **3. UNDERWAY OR UPCOMING HARBOR IMPROVEMENTS**

a. **Oakland 50-ft** – Construction is underway. Corps has awarded the second construction contract to Dutra and the contractor has been given the notice to proceed.. The second contract covers the Inner Harbor Turning Basin Phase I A-2. This contract covers some demolition, marine construction and a little dredging. The Corps has received approximately 8.4 million dollars for the project this year. With the available funds, Corps may only be able to let one more contract this year.

#### **b. S.F. Rock Removal Feasibility Study -**

A contract for a Risk Model has been awarded and the preliminary results of the risk model are expected soon. We have also received the draft oil spill model. This model provides the first estimate of damage caused by an oil spill. This will be used to balance against the cost of removing the rocks. Blossom Rock has been selected as a second spill site location to run the oil spill model and this analysis is starting.

#### **c. Avon Turning Basin.**

Status unchanged. Corps is still waiting for cost sharing.

Coast guard has met with the users and it looks like the cost sharing agreement should go forward. Have a verbal agreement from the users to support the project, but the cost sharing agreement has not been signed.

Congress added \$250,000 this FY to prepare a General Reevaluation Report (GRR) and evaluate the feasibility of constructing a Turning Basin at Avon. This Basin is part of the un-constructed Phase III, John F. Baldwin Ship Channel project. To initiate this study the COE has prepared a Study Plan and has submitted a draft 50/50 cost sharing agreement to Contra Costa County, for their consideration.

### **4. EMERGENCY DREDGING**

We continue to monitor the problem area in the Suisun Channel that has required emergency dredging in the past. Last survey showed this area to be satisfactory. April survey showed this area to still be below depth. Additional survey was performed on May 2, 2002, waiting for this survey to be worked up.

### **5. CORPS' BUDGET**

Status unchanged.

Corps has received the funds for projects scheduled this year. After review of the funding for this year, there is some concern we could be short of funds. However, this will depend on the actual shoaling rates on our projects. However, the Corps still intends to complete all projects scheduled for this year. The Corps budget contains congressional additions for San Rafael and Petaluma maintenance dredging.

## **6. OTHER WORK**

The San Francisco District and the Sacramento District are looking at a joint feasibility study to deepen the JFB Ship Channel from Avon to Stockton. This would be only 1 or 2 feet. Reconnaissance Study was performed a couple of years ago. Division has given ok to proceed with study. The Port of Stockton and Contra Costa County have agreed in principle to cost share the study.

The Corps has identified the Department of Water Resources to perform additional work on the salinity model. The Project Management Plan (PMP) is being revised to support the cost sharing agreement.

## Memorandum

**Date:** May 6, 2002

**To:** Harbor Safety Committee, San Francisco Bay Region

**From:** Len Cardoza

**Subject:** Underwater Rocks Work Group Report

Summary: The Underwater Rocks Work Group held a meeting on April 16, 2002 at the California State Lands Commission offices, Hercules, CA. The central theme for the meeting was the status of the Corps of Engineers (CoE) Feasibility Study (FS) for the project. Attendees for the Rocks Work Group included representatives from the Corps of Engineers (CoE), FS consultant team members, California State Lands Commission (CSLC), San Francisco Bar Pilots, and Marine Exchange.

Status of Contracts. Attendees discussed the status of contracts required for the FS.

- Risk Assessment Model. The CoE awarded the contract for the Risk Model to the firm EQE. Anticipate draft report in June 2002.
- Benthic Survey. Complete. Final Report is posted on the CoE web site.
- Oil Spill Model. Draft report received February 14, 2002. Comments from reviewers were transmitted back to consultant (ASA) for incorporation into the final report. The executive summary for the voluminous report will be published on the CoE web site.
- Geotechnical Analysis. As previously reported, the CoE was not able to come to an agreement with the consultant team on cost and scope of work. The CoE is proceeding with a literature search based on previous geotechnical investigations in the area. This approach will control costs and provide sufficient level of detail for the feasibility study. The information will be used to refine the scope of work for additional geotechnical analysis during the design phase of the project.
- Marine Geophysical Investigation. Complete. The report has been posted on CoE web site.
- Cultural Resource Survey. Complete. The report has been posted on the CoE web site.
- San Francisco District, Corps of Engineers web site. [www.spn.usace.army.mil/](http://www.spn.usace.army.mil/) Click on publications/studies for reports referenced above.

F-3 Conference. San Francisco District, CoE developed an "Information Paper" (summary of issues) in preparation for the Feasibility Study 3rd Milestone (F-3) conference, scheduled May 2002. The Information Paper has been forwarded to Headquarters, U.S. Army Corps of Engineers (HQUSACE). As previously reported, this is the first conference with the CoE leadership above District level, also referred to as the Feasibility Scoping Meeting. The conference will focus on the present project area conditions, and the economic analysis / risk assessment for the project, together with preliminary alternatives analysis.

Status of EIS/R. Detailed information is required on the proposed construction methods in order to evaluate the potential environmental impacts of each alternative. The Consultant team prepared a list of specific questions regarding these methods. The COE will respond.

Project Alternatives. As previously reported, The Coe prepared a listing of preliminary alternatives, as part of the plan formulation process for the F-3 Conference. They include Structural Measures (Rock Lowering Alternatives and Channel/Lane Rerouting Alternatives) and Non-Structural Alternatives (Enhanced Tug Escort, Clean-up Response, and Aids to Navigation). The plan formulation process also includes a discussion of construction techniques and disposal of rock rubble; environmental comparisons; and the no action (without project) alternative necessary to complete the NEPA/CEQA process.

Tug Escorts. Attendees discussed the benefits and limitations of increasing tug escort in the Bay. There was general consensus that continued tug escort will be necessary even if all the rocks were to be lowered. Tugs stationed at Alcatraz may not be able to reach an out-of-control vessel in time to avoid a collision. It may be advisable to separate tanker traffic from container traffic when determining the cost of and need for additional tug support.

Dispersants. Roy Mathur, CSLC, spoke about the advances in the Oil Spill Response Plans within the Bay. The increased use of dispersants over the next 10 years was addressed in the economic model for the FS, raising uncertainty about actual benefits and impacts. A representative from OSPR will be asked to make a presentation to the Working Group at the next meeting.

Budget/Schedule. Delays in developing a listing of alternatives, together with baseline environmental conditions (including fisheries resources) may impact the FS schedule beyond the completion date of 5/27/03. The CoE will analyze schedule implications.

Meetings. The next Underwater Rocks Work Group meeting is scheduled **May 16, 2002, 1000hr - 1200hr** (CSLC Offices, Hercules, CA).

# **Recommendations for conducting Escort Training on San Francisco Bay**

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## **1.0 OVERVIEW**

The members of the San Francisco Harbor Safety Committee recognize that for the Tug Escort System to perform as anticipated, all phases of its operation should be exercised. By training, pilots and tug operators will practice using the escort command language. They will also expand their knowledge of the capabilities and limitations of the various tugs employed in escorting operations, and how best to utilize that tug in an emergency. Further, the user of the service, the ship's crew, will also gain valuable knowledge that they can apply in other ports by observing and participating in these training exercises.

Each organization is encouraged to participate in this training opportunity and to internally document their exercises.

## **2.0 PURPOSE**

To outline and define the process by which pilots, escort tug and ship crews can arrange for and participate in live escort training exercises. This process will enable training to be conducted under agreed upon conditions to promote the safety of all involved. This training process will allow opportunities for demonstration, practice and skill enhancement for emergency response maneuvers. Lessons learned and best practices developed during these training sessions should be shared between the participants.

## **3.0 SCOPE**

These voluntary recommendations are for the use of all pilots and tug crews actively offering their services as escorts in the Bay. By extension, the users of the services, the escorted vessel crews will also be included in the scope of these recommendations.

## **4.0 RESPONSIBILITIES AND AUTHORITIES**

The pilot, tug captain and ship master have the responsibility to evaluate prior to each training session if it is appropriate to conduct training under the current environmental conditions, which maneuvers are to be demonstrated, where the

training will be conducted and at what speed. If all three parties cannot agree, the training will not proceed.

## **5.0 SCHEDULING EXERCISES**

It is intended that these training exercises may be conducted when weather conditions and / or vessel scheduling allows. It is expected that the pilot will initiate the request to conduct these exercises, however the shipmaster or escort tug captain may initiate them. Each may decline to participate with no negative consequences should he or she feel that it is inappropriate.

Tug escort captains and / or mates qualified to conduct escort operations are to be pre-authorized by their companies to make the decision on board if requested by the pilot.

Prior to agreeing to conduct the training, the participants should consider weather, sea conditions, the degree of training of the participants, the speed of the escorted vessel and the maneuvers to be executed. Only when all parties agree that it is appropriate will the training proceed. Each party may also halt the training exercise if he or she becomes concerned for any reason.

## **6.0 TRAINING EXERCISES**

When a training exercise is agreed to, the pilot and tug operator should carefully discuss the maneuvers that they want to demonstrate. The tug operator should be the one to specify at what speeds he will be comfortable performing the maneuvers in question based on his personal experience level and training. Escort training sessions should be logged.

## **7.0 ESCORT LANGUAGE**

In order to work towards a stronger bridge team, this training will encourage all participants to use a standardized tug command language.<sup>1</sup>

## **8.0 CROSS DECK TRAINING**

The San Francisco Bar Pilots, the ChevronTexaco Pilots and the independent pilots of the Bay recognize the benefit of understanding how the tug crews

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<sup>1</sup> The US Coast Guard NAVSAC Committee has endorsed a command language, and it is in use in many ports around the United States.

operate their vessels during an escort. Towards that end the pilots will be encouraged to ride on board a tug during an escort.

Tug crews are also encouraged to ride on board a tanker during an escort whenever possible. While it may be more difficult to arrange, training exercises should also be open to interested ship crews also.

## **9.0 TRIALS / TRAINING INFORMATION**

The participants recognize that less than perfect performance may occur as part of this training process. Further, as new employees are brought on board this learning-by-doing process will continue into the future.

The participants shall not use the outcome of other organization's exercises as part of their own commercial activities. It will be acceptable to discuss one's own organization's training activities as part of your advertising if desired.

U.S. Department  
of Transportation  
**United States  
Coast Guard**



Commandant  
United States Coast Guard

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16721

APR 10 2002

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Harbor Safety Committee of the San Francisco Bay Region  
Fort Mason Center, Building B, Suite 325  
San Francisco, CA 94123-1380

Dear Captain Stewart:

On behalf of Admiral Loy, this is in reply to your letter dated March 18, 2002, regarding the guidance issued by the International Maritime Organization (IMO) concerning enforcement of the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers, 1978, as amended (STCW Code).

At the January 2002 meeting of the Subcommittee on Standards of Training and Watchkeeping, many Parties to the STCW stated that they were unable to process the vast numbers of last-minute applications for mariners' credentials. Accordingly, the IMO recommended that signatory Parties delay strict enforcement of the STCW Code for six months to allow the Parties time to complete the paperwork. Please note that the delay only refers to the enforcement of the STCW Code, not to the implementation date, which was not changed. In keeping with the spirit of the IMO recommendation, the United States has allowed mariners who have met all requirements for issuance of STCW certificates and who have applied for that endorsement to serve on vessels engaged on foreign voyages. This policy is in full compliance with the IMO recommendation and should prevent any detention of a U.S. flagged vessel.

In the United States, many mariners were unable to complete the training required to qualify for a STCW certificate due a shortage of classes. Also, due to the extensive number of U.S. mariners who waited until the last moment to apply for their STCW certificate, a "backlog" was created which prevented many mariners from being issued their STCW certificates in a timely manner. Due to the above reasons, and the close supervision and control over our domestic near coastal trades, we have delayed enforcement of the requirement for mariners serving only in the near coastal, domestic trades to hold a STCW certificate until February 1, 2003.

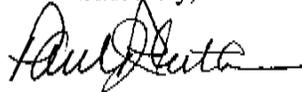
Our port-state control personnel have been educating owners, operators and crews of foreign flag vessels regarding STCW responsibilities and on August 1, 2002, we will strictly enforce the STCW Code.

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Subj: REPLY TO CAPTAIN STEWART'S LETTER OF MARCH 18, 2002, REGARDING  
GUIDANCE ISSUED BY IMO CONCERNING STCW

I appreciate your strong interest in the Coast Guard's efforts in support of the STCW Code and believe that the code offers an excellent remedy to reducing the number of maritime casualties resulting from human error.

Sincerely,



**PAUL J. PLUTA**  
**Rear Admiral, U.S. Coast Guard**  
**Assistant Commandant for Marine Safety,**  
**Security and Environmental Protection**