

MINUTES

HARBOR SAFETY COMMITTEE OF THE SAN FRANCISCO BAY REGION

9:30 a.m., Thursday, June 9, 1994

Port of Richmond, Marina Bay Boathouse, 2580 Spinnaker Way, Richmond, CA

1. The public meeting was called to order by Chair Arthur Thomas, San Francisco Bar Pilots, at 9:40. The following committee members or alternates were in attendance: James Faber, Port of Richmond; Roger Peters, Port of San Francisco; Joseph Gaidstick, Benicia Industries; Margot Brown, National Boating Federation; Dwight Koops, SeaRiver Maritime; Lynn Korwatch (alternate for John Gosling), Matson Navigation Company; Joan Lundstrom, San Francisco Bay Conservation and Development Commission; Mary McMillan, Westar Marine Services; Marci Glazer, Center for Marine Conservation; and federal government representatives, Captain D. P. Montoro, USCG, and Robert Mattson, US Navy. Also in attendance Bud Leland, OSPR.
2. T. Hunter, Marine Exchange, confirmed that a quorum was present.
3. **MINUTES OF PREVIOUS MEETING.** J. Lundstrom noted missing language in paragraph 10. It should read: "J. Lundstrom reported that D. Koops, A. Krygsman and J. Gosling are finished with updating their sections of the plan. The updated bollard pull results list and a summary of violations provided by the Clearinghouse will be included in the plan." MOTION by J. Gaidstick, seconded by D. Koops to adopt the minutes as corrected. Motion carried.
4. The Chair reported that work to update the Harbor Safety Plan is proceeding on schedule. He welcomed the new Captain of the Port, Captain D. P. Montoro.
5. **COAST GUARD REPORT, D. P. Montoro.** Captain Montoro stated that he is a staunch supporter of the work of this committee and will commit his staff to assist as needed. (A) There has been a problem with congestion at anchorage 8, where a Navy plane went down and salvage efforts continue. Anchorage 8 will be closed through today and then again next week when another vessel arrives to sonar the area for 4-10 days. The Coast Guard has requested the cooperation of the Navy to limit the impact on traffic. (B) In a two week period of inspection, with 14 arrivals of vessels in the scrap trade, 4 bulk carriers were found to have sub-standard conditions. They were detained under SOLAS/COTP orders in connection with the sub-standard vessel inspection program. A. Thomas reported that pilots in the U. S. and other countries will take part in a safety campaign, July 6 - 10. Pilots will take a close look at all vessels arriving and departing U. S. waters, specifically reporting on pilot boarding and debarking equipment and any obvious safety violations. Nine test countries are involved. U. S. results will be sent to Washington, D. C. for review and then on to London to be combined with international data.
6. J. Lundstrom noted that at the last meeting of the HSC a committee chaired by M. Croce was formed to investigate how the HSC might interface with the Coast Guard regarding the sub-standard vessel inspection program. D. Montoro added that surveyors for classification studies are only allowed to look at what owners ask request. The USCG is looking to require new certification. Preben Bjorn-Hansen, Marin Tug & Barge, stated that the scrap trade is hard on

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vessels, so new ships aren't used. Patrick Moloney, California State Pilot Commission, asked if there appears to be a trend in which classification societies are involved with these sub-standard ships. D. Montoro responded, no not yet. There were 54 spill incidents in the area since the last HSC meeting, all minor.

7. The Chair introduced new committee member Robert S. Mattson, Disaster Preparedness/Mobilization Coordinator, COMNAVBASE, San Francisco, representing the U. S. Navy.

8. **CLEARINGHOUSE REPORT**, A. Steinbrugge. There were no abnormalities in the month of May. The Clearinghouse Report is made a part of these minutes. J. Faber asked about a problem with manning on one of the escort vessels. A. Steinbrugge responded that the Clearinghouse does not inspect or regulate tug crews. Tug manning is in the purview of OSPR. J. Faber suggested OSPR notify the Clearinghouse of such incidents for the record so that they can be included here in the Clearinghouse report. B. Leland stated that OSPR has investigated a report of crewing shortage on tugs of one provider on the bay. This type of investigation is thorough and involves reviewing logs. A report will be made to the HSC when the investigation is completed. M. McMillan noted that Fish and Game marshals visited Westar during the process of this investigation with suggestions for record keeping procedures that would make this type of investigation faster. The Chair suggested that the TES might want to look at ways by which the HSC can guarantee that providers provide adequate crewing. The tug operators may have ideas how to do this. Gail Skarich, Sanders Towing, asked if the investigation is directed at the master/operator of the tug or the tug company. B. Leland responded that OSPR is looking at the company because the master has little control over manning vis-a-vis the owner-operator.

9. **OSPR REPORT**, B. Leland. (1) A document, "SF HSP Implementation Strategy", was distributed to committee members. This represents OSPR's response to the first annual review of the SF Region Harbor Safety Plan and addresses implementation of various recommendations in the plan. It is expected that the Administrator will sign off on the document in the next several days, which allows a 2-3 day window for suggestions or changes. (2) On 6-9-94 the 45-day comment period began on the regulatory amendment to extend the current tug escort regulations to 1-96. (3) B. Leland has had contact with NOS regarding PORTS. There may be an opportunity to go ahead with the program with federal funds. Wayne Wilmott of NOAA reports that lessons learned from the Tampa Bay project will lower the costs of installation. Maintenance of the system will be a local responsibility. The next step is for SF to tell NOS what we want here. C. Bowler is currently working with NOS. B. Leland suggests a sub-committee of this committee meet to provide NOS with input by the end of July. (4) OSPR has concluded a series of five public workshops on the mandated pilotage evaluation study. There have been a range of reactions as a result of the various types of systems in the state. Written comments will be accepted until the end of July. OSPR is due to report to the legislature at the end of the year. The legislature can let the final pilotage evaluation report sit, implement elements of it or adopt the entire thing. The Chair

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suggested committee members contact OSPR/Bud Leland directly with their comments and provide J. Lundstrom with a copy of same.

10. T. Hunter suggested that the MX should be involved on the sub-committee looking at PORTS. The Chair noted that Carl Bowler, San Francisco Bar Pilots, had been tasked with PORTS two years ago and would chair the sub-committee. M. Glazer and M. McMillan volunteered to be on the sub-committee. J. Lundstrom asked C. Bowler if he wanted non-maritime participation on the sub-committee. C. Bowler responded that initially the system will be designed for ships and then will be appended. A U. S. Army Corps of Engineers person with expertise regarding sediment and maintenance dredging will be needed.

11. **TUG ESCORT SUB-COMMITTEE**, R. Peters. The TES met 6-8-94 and (1) reviewed a letter from R. W. Keith Chartering who represents a shipowner who has built a "fully redundant tanker" in Taiwan. Their hope is that the HSC would exempt fully redundant tankers from tug escort regulations. This question is under review. The vessel is ready for sea trials and the builders are interested in conducting tests the HSC might propose. The TES will propose that they obtain advance, transfer and elapsed time data for stopping and turning using a single system when the rudders are on center and also when a disabled rudder is hard to port or starboard. In the event the vessel normally uses only one system for normal steering, what is the time required to switch to the redundant system, although it is assumed the tanker runs both systems simultaneously? The TAG will also be asked for comments. (2) TES then broke into working group to review draft language on the list of items not addressed by the Glosten Study. Initial work should be completed next week. The committee's work is on schedule and it is expected that a public session to review draft language will be held mid-July. The Glosten Study is due 8-8-94 and then it will be integrated with the draft language into recommended guidelines that will be reviewed publicly prior to final recommendations being brought to the full committee 12-94. (3) The next TAG report is being scheduled, looking at the week of 6-20 or 6-27.

12. P. Bjorn-Hansen asked if the TES intends to look at tugs with fully redundant systems. R. Peters responded that the TES has had the opportunity to look at those issues and has dealt with the issue accordingly. TES will revisit the issue for review if the committee indicates this is desired. R. Peters emphasized that the TES is not looking at exempting the tanker at this time, but rather just suggesting tests. P. Bjorn-Hansen expressed his disappointment that the TES has been unwilling to look at tug redundancy systems. R. Peters responded that the TES would like to see what redundancies are available, how effective they are and be advised as to what award the tug companies are looking for when redundant systems exist. The Chair added that the tanker in question is fully redundant, with separate fuel systems, separate fuel tanks, separate power sources, bow thrusters, rudders and double hull throughout. J. Faber added that the issue of tugs with redundant systems has received proper attention. P. Bjorn-Hansen stated that a twin screw tug has full ability to meet escort needs with significant redundancy. John Roger, Marin County of Emergency Services, asked if there is a standard for evaluating redundancy. The Chair responded

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that the systems are new in concept and no standards have been developed yet. The work of this HSC and the TES may be create those standards. P. Moloney noted that the plan language specifies that new technology and system redundancies could be considered.

13. **PLAN SUB-COMMITTEE**, J. Lundstrom. (1) OSPR's response to the 1993 plan update has been received. The 1994 update is due at OSPR on 9-1-94. The update language should be ready for the July HSC meeting, with a vote for adoption to occur at the August meeting. (2) Two years ago the HSC and USCG recommended lowering of the rocks off Alcatraz to -55'. The U. S. Army Corps of Engineers "Rock Removal Interim Report, Initial Appraisal" was distributed to committee members. Max Blodgett, COE, is available to speak to the HSC on this issue. The density of rocks will determine the ultimate cost of the project. Preliminary estimates of costs are: \$23 million for Harding, Arch and Shag Rocks. The analysis states that all three must be lowered at the same time. The cost of lowering the SE shoal of Alcatraz is estimated at \$18 million; lowering Blossom Rock at \$4 million. Total project cost is estimated at \$42 million. This project's costs are not within the COE project guidelines for COE funds based on "cost benefits". The COE indicates that further initiative lies with the USCG.

14. **UNFINISHED BUSINESS**: J. Lundstrom noted the minutes of the previous meeting indicate that discussions were to take place with Navy and Sealift Command regarding voluntary compliance with tug escort regulations. R. Mattson stated that Navy representatives have discussed this with OSPR and the decision now rests with lawyers on the operational side (Navy) in Washington, D. C.

15. **NEW BUSINESS**: (A) J. Lundstrom asked if a pending permit with BCDC for seaplanes taking off from Pier 39 was considered a problem by anyone. A. Thomas responded that there are seaplane operations in almost every port. In each case, conditions are put on the seaplane operators to monitor appropriate VHF channels to monitor traffic. A plane becomes a vessel upon landing on the water. The FAA has regulatory authority over seaplanes, however, control may be imposed on the conditions of operation during the permitting process. D. Montoro added that pleasure craft congestion will be a greater concern than commercial traffic. The interface between seaplanes and recreational boaters will be the real issue. (B) Capt. Patrick Buttner, San Francisco Bar Pilots, reported that the SFBP has embarked on a research and development project with the USCG dealing with electronic chart systems, ARPA, and VTS cross training.

16. **MOTION** by R. Peters, seconded by D. Koops to adjourn. Meeting adjourned at 11:35.

Respectfully submitted,

Terry Hunter
Executive Secretary