

## **MINUTES**

### **HARBOR SAFETY COMMITTEE OF THE SAN FRANCISCO BAY REGION**

10:00 a.m., Thursday, June 8, 1995

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 10:15. The following committee members or alternates were in attendance: James Faber, Port of Richmond; Margot Brown, National Boating Federation; Geoff Landon (alternate for Maurice Croce), Chevron Shipping Company; Mary McMillan, Westar Marine Services; Joan Lundstrom, San Francisco Bay Conservation and Development Commission; Rich Smith (alternate for Dwight Koops), SeaRiver Maritime; John Gosling, Matson Navigation Company; Bob Clinton (alternate for Ron Duckhorn), Crowley Maritime; federal government representatives from the U. S. Navy, Robert Mattson; and U. S. Coast Guard, Captain Donald Montoro (MSO).
2. T. Hunter, Marine Exchange, confirmed that a quorum was present.
3. In opening remarks, A. Thomas noted that the minutes from the previous meeting will be distributed with minutes from today's meeting. OSPR representative B. Leland was unable to attend due to illness.
4. **COAST GUARD REPORT**, D. Montoro. Written reports of pollution statistics and significant port safety events are made a part of these minutes. During the month of May, 48 pollution indigents were reported. 38 of these were the result of spills; none of which were significant. One federal clean-up took place and 8 tickets were issued on 10 violations. A Greek ship was boarded and is currently under investigation for discharge of plastics within the 200 mile Exclusive Zone. The passenger boat ROYAL CROWN sank in Stockton. The 73 passengers on board disembarked prior to the sinking. The PRESIDENT TRUMAN was overloaded and missed the optimum tide. In order to keep her from going aground at the dock and because the vessel could not get to anchorage because of the tide, the pilot anchored her in the channel with concurrence of the COTP. The channel was blocked to large vessels bound for the estuary for 8 1/2 hours until the vessel could continue to sea.
5. **CLEARINGHOUSE REPORT**, A. Steinbrugge. There were no instances of non-compliance with interim tug escort guidelines during May. The full report of tanker and barge traffic for the month of May and year-to-date is made a part of these minutes.
6. **OSPR REPORT**. J. Lundstrom reported that OSPR is required to do an economic analysis looking at how the permanent tug escort regulations will affect commerce on the bay. She has been asked by OSPR to assist in the analysis once the HSC has adopted permanent guidelines and will be sending out a survey in July or August. This survey will go to tug and tanker companies and to the pilots asking them to look at the impact upon commerce which may result with a switch from the interim guidelines to the permanent ones. This analysis is similar to the federal cost benefits review process. T. Hunter noted that the Administrator has decided to appoint R. Peters a member-at-large and appoint Charlie Mitchell of the Port of San Francisco to take R. Peter's seat

representing the ports. The full committee will then have 16 members and will require 9 for a quorum. C. Bowler, San Francisco Bar Pilots, recommended that a review of the economic effects of tug escort regulations on commerce should include the Baldwin Ship Channel Project. The channel is to be deepened to 42' and narrowed to 520', which may require additional one-way traffic areas. The COE is doing an EIR on the Baldwin 3 project and is requesting input. C. Bowler believes the two studies should be joined. It may be necessary to create areas outside the channel where vessels can hold for a short period of time. A. Thomas noted that OSPR is busy processing the paper work for a Department of Commerce funded grant for PORTS. With the disappearance of the Department of Commerce, NOAA may be broken down and its tasks and responsibilities spread through other agencies.

**7. PORTS SUB-COMMITTEE.** C. Bowler introduced Capt. Tom Richards, NOAA site manager for PORTS. (1) T. Richards distributed a document outlining the NOS San Francisco Bay Project Plan. This umbrella project for San Francisco Bay has the full support of Stan Wilson, Administrator of NOS. The document is a living one and comments are welcome. NOS is willing to amend it to accommodate local interests. (2) The Puget Sound Safe Transportation Forum has counterparts much like the HSC sub-committees, although the Forum was not legislatively mandated. (3) The SFBP President has received a letter inviting testimony at a hearing to be held on 6-14-95 by the Senate Select Committee on the Maritime Industry, chaired by Senator Marks. The focus of the hearing is the proposed downsizing by NOAA and the COE and the impact of this on maritime activity and the safety of mariners in California. (4) C. Bowler noted that after OSPR sends their letter requesting federal grant money for PORTS, he will be contacting upper level personnel in the industry for their written support. (5) The Chair noted that the NWS is in the same danger as NOS and the COE and suggested that letters of support include this agency. At risk are programs to forecast wind, waves, swell, etc. using sophisticated Doppler radar equipment. NWS has already lost funding for forecasters and the maintenance of buoys. (6) T. Richards distributed a press release from the office of legislator Dick Chrysler introducing his bill to eliminate NOAA, which includes the NWS, NFS and NOS. (7) J. Faber asked about the progress PORTS to date. T. Richard responded that work has been done with funds from agency operating budgets. 25% of the hardware has been installed. A reconnaissance group will be coming to San Francisco next week to look at three additional sites in Richmond, Oakland and at the Golden Gate. He noted that the federal intent is to bring in the technology. There will be no federal funding to continue after the 2 year test and demonstration period is concluded. The plan is to turn over the system to the local community and for the federal presence to stand ready to advise and provide new technology. (8) J. Lundstrom suggested that the HSC Chair testify at the Senate Select Committee hearing and go on record with the fact that the state mandated SF Harbor Safety Plan recommendations are at risk. The record should show that the HSC is vitally concerned with continuity and no degradation of the measures contained in the plan. A. Thomas responded that, without objection from the committee, he will get input from OSPR on this issue. If OSPR is testifying, it may not be necessary for a SF HSC member to do so as well. J. Lundstrom stated that if the HSC Chair does not testify, there should be a letter for the record expressing these concerns.

T. Hunter noted that an earlier letter to this effect is already on the record, but and up-date and re-enforcement might be good.

**8. PLAN REVIEW SUB-COMMITTEE, J. Lundstrom.** All sub-committees are working on providing up-dates. The draft plan review will come before the HSC after the tug escort regulations have been adopted. It is expected that the HSC will be ready for a vote on the full review at that time. A. Thomas noted that a request for a 90-day extension has been submitted to OSPR. No answer has been received, but such requests have been routinely granted in the past.

**9. TUG ESCORT SUB-COMMITTEE REPORT, J. Faber.** The TES met 5-25-95 and will bring proposals to the next HSC meeting. The Waterways Specific Group met 6-5-95 and decided that it will probably go with the two-zone scenario. The Group is awaiting final results of the Glosten single failure study. There were glitches which have delayed the report. G. Landon reported that Phase One results of the Glosten Two study were due today. They will be one week late because the results didn't match Glosten's expectations. A review is being conducted. Phase One of Glosten Two provides a partial fill-in of Table 9. Phase Two will take 3-4 weeks to complete. If it takes the full four weeks, the information won't be available in time to prepare for the scheduled July HSC meeting. He suggested that it will probably be August before permanent guidelines will be coming out of TES. J. Faber noted that the TES has discussed the possible delay of the July HSC meeting for a week or two. The Chair responded that he wants the TES to provide every item to go into the permanent guidelines at the scheduled July meeting, with the possible exception of a required retarding force table coming from Glosten. J. Lundstrom noted that issues related to additional geographic zones or speed issues will remain unresolved until the Glosten information is available. J. Faber agreed that the Glosten information could affect the direction the TES is going in on the zones issue.

10. R. Clinton noted that not all of the HSC members have been attending all of the TES meetings and they may not be able to vote upon the proposed permanent guidelines at first sight. A. Steinbrugge responded that the MX anticipates having them out at the end of June, well before the scheduled July HSC meeting. A. Thomas added that this HSC has never voted on issues without giving all members adequate time for consideration. M. McMillan asked what direction required retarding force is going in with respect to expectations. G. Landon responded that the numbers are way less than anticipated. R. Smith asked how Phase One results will be distributed. G. Landon responded that they will go to members of the TES and the Secretariat. R. Smith requested that funding partners receive the information at the earliest possible time. G. Skarich asked if this study will undergo peer review. S. Merritt responded no. The Chair noted that only a minor part of the original Glosten study is being re-done and the members of this HSC are able to provide for peer review. T. Hunter stated that it is important for compliance with the Brown Act that what is voted on at the next meeting is distributed prior to that meeting - changes cannot be made in the last 15 minutes. The requirement is for distribution 3-4 days prior, but it will be much more. The Chair

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suggested that, after adoption of the permanent tug escort guidelines and the annual plan review, the HSC may want to meet in alternate months.

11. **UNFINISHED BUSINESS:** None.

12. **NEW BUSINESS:** None.

13. **NEXT MEETING.** The next meeting is scheduled to be held on Thursday, 7-13-95, at 10:0 a.m. in the Port of Oakland Board Room. The Chair noted that this meeting will be long as a result of votes being taken on the permanent tug escort regulations, without the table on retarding force and maybe resolution of the zones issue. He suggested that perhaps the meeting should begin at 9:30. Discussion regarding possible delaying of the meeting to wait for the results of Glosten's study 2 phase one work. The Chair was emphatic in his insistence that the HSC proceed to adopt regulations and keep to the schedule developed to provide language to OSPR for the 1995 regulatory process. He suggested Glosten be directed to work within the prescribed timeline.

14. **MOTION** to adjourn by J. Faber, seconded by J. Gosling. Meeting adjourned at 11:05 without objection.

Respectfully submitted,



Terry Hunter  
Executive Director