

# Harbor Safety Committee

of the San Francisco Bay Region

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

## MINUTES

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

10:00 a.m., Thursday, June 11, 1998

Port of Richmond, Harbor Master's Office, Richmond, CA

The public meeting was called to order at 10:00 a.m. by **L. Korwatch** (Matson Navigation), Chair. The secretariat confirmed the presence of a quorum. The following committee members or alternates were in attendance: **Gary Hallin**, Port of Oakland; **Denise Turner**, Port of San Francisco; **Ronald Kennedy**, Port of Richmond; **Margo Brown**, National Boating Federation; **Rich Smith** (alternate for Stuart McRobbie), SeaRiver Maritime; **Marc Bayer** (alternate for Brian Dorsch), BP Oil Shipping Co.; **J. Grant Stewart**, American Ship Management; **Margaret Reasoner**, (alternate for Scott Merritt), Crowley Maritime Services; **Joan Lundstrom**, Bay Conservation and Development Commission, **Gail Skarich**, Sanders Towboat Service; and **Larry Teague**, San Francisco Bar Pilots. U. S. Coast Guard representative, **Capt. Harlan Henderson** (MSO); OSPR representative, **Barbara Foster**; and NOAA representative **Bruce Hillard**. Also in attendance, more than thirty representatives of the interested public.

1. Minutes of the previous meeting were corrected as follows: **M. Brown**, p. 1, the previous meeting was held at the Port of San Francisco; p. 3, re: PORTS, "The system was dedicated on May 7<sup>th</sup>. MOTION by **M. Brown**, seconded by **L. Teague** to "accept the minutes of the previous meeting as corrected." Motion passed without objection.
2. **L. Korwatch** welcomed those in attendance.
3. **COAST GUARD COTP'S REPORT, H. Henderson.** (1) H. Henderson was not at the last HSC meeting in order to attend a meeting of COTP's in San Diego. He noted that this HSC provides the best MSO/VTS/industry working group in the country. (2) A written report of port operations statistics for pollution response and investigations and significant port safety events for the period 5-1-98 to 5-30-98 is made a part of these minutes. Also included with these minutes is an information sheet regarding Port State Control boarding priorities. (3) The analysis of 1997 data has been completed. **H. Henderson** recommends that **Lt. Cmdr. Randy Sharp** attend the next HSC meeting to discuss the analysis results and answer questions. 1997 showed an increase in propulsion casualties. The HSC Prevention through People Sub-Committee is looking at this issue. Question: Do these casualties occur mostly in one sector of the industry? No, they occur across the board. (4) Foreign Vessel Industry Day will be held on June 19<sup>th</sup>, Gresham Hall, Coast Guard Island,

0930. This will provide a forum for discussion of the Port State Control boarding program, STCW and ISM compliance issues. ISM compliance is required effective 7-1-98. In May 86% of all vessels entering the bay were in compliance. The figure to date for June is 100%. **H. Henderson** introduced **John Winters**, his "ISM/STCW guru" and suggested that anyone with questions see him after the HSC meeting. (5) Representatives of the Army COE, SF Bar Pilots and USCG are working together to facilitate emergency sounding and dredging and reduce casualties caused by shoaling. Areas routinely sounded that have no action may not need such frequent attention. (6) **Lt. Bill Fox**, Operations Officer, VTS, invited all interested parties to attend a public briefing and information session sponsored by MSO/VTS on the proposed National Maritime Safety Incident Reporting System; to be held at the Executive Inn, Oakland; 7-7-98 at 9:30 a.m. A USCG/MARAD MOU establishes a cooperative effort to develop a system. Two CG representatives from headquarters will be in SF for the meeting. RSVP to **B. Fox** at 415-556-2950. **J. Lundstrom** noted that representatives from all California HSC's met in San Diego to address this issue and got legal opinions from CG and OSPR on confidentiality and legality. She indicated pleasure that the federal government is going ahead on this and added that the BC States Task Force and the HSC Prevention through People Sub-Committee are also looking at this. She passed on the legal opinion documents to **M. Brown**, Chair of the HSC PTP Sub-Committee.

4. **CLEARINGHOUSE REPORT, A. Steinbrugge.** (1) A written report with statistics for the month of May and year-to-date is made a part of these minutes. (2) There were two occasions to report violations to OSPR in the month of May. One was a technical violation in that no escort was required and one involved an event where the escort tug checked in, but the tug and barge didn't.
5. **OSPR REPORT, B. Foster.** (1) The new contingency plan regulations will be out on the OSPR web page. There are some major changes. The new plan, in compliance with the changes, is required by 9-1-98. The web site is: [www.dfg.ca.gov/Ospr](http://www.dfg.ca.gov/Ospr). (2) Four workshops will be held to address the Monterey Bay Sanctuary and proposed vessel routing; June 17<sup>th</sup> in Humboldt Bay, June 18<sup>th</sup> in Oakland and also in Santa Cruz and Monterey. (3) OSPR is forming an audit team to look at tug crew training programs and certification. Question: Who in Fish and Game or OSPR will be on the tug escort training audit team? The warden with the most experience. Question: What about the two non-complying companies reported on at the last HSC meeting? Both are certified. (4) **B.**

**Foster** provided a list of all legislation of interest to OSPR, which will be available from the MX.

6. **PORTS AD HOC ADVISORY COMMITTEE, J. Lundstrom.** (1) The evaluation of the PORTS demonstration project must be to the Administrator of OSPR by April, 1999, for submission to the legislature. Questions to be answered are how it will be continued and how it will be funded. The MX is getting a survey out to user groups. **T. Hunter** reported that use by phone and web access continues to increase and has reached 1500 inquiries per month. The MX will be able to identify who is using the website by this Friday. Question: Is this the beginning of billing capability? **T. Hunter** responded that PORTS information will be free for the two year period of the demonstration project. Currently OSPR and the state legislature are paying. How the cost is eventually handled will depend on the users. If the use is broad-based, the state will continue to pay. **J. Lundstrom** added that users from outside the maritime community are being identified. During the heavy rains, tides were 2' over predictions. FEMA and other government agencies used PORTS information. Question: How will PORTS be publicized in the recreational boating community? **M. Brown** responded that she is taking 300 brochures to the PICYA meeting for distribution to representatives of yacht clubs. The MX is in the process of working with her to get the word out and has already sent brochures to the commodores of the area yacht clubs.
7. **PREVENTION THROUGH PEOPLE SUB-COMMITTEE, M. Brown.** (1) At the 5-19-98 meeting, the committee decided that they would first focus on communication standards. **L. Teague** and **Scott Humphrey** are working on a VTS language translation flyer. **D. Ellis** of VTS was working on a similar effort for foreign flag vessels and will join in this cooperative effort along with a representative from State Lands. **G. Skarich** will complete notes from the meeting for distribution. (2) The next meeting is scheduled for 6-17-98 at State Lands' office in Hercules.
8. **UNDERWATER ROCKS SUB-COMMITTEE, J. Lundstrom.** (1) The sub-committee met briefly in April at the U. S. Army COE office regarding the reconnaissance study. A draft of the study will be available to the sub-committee in late August or early September. The final report will be completed by the first of the year, with refined costs and environmental factors considered. A representative from Congressman Miller's office was at the meeting. This study is 100% financed by federal funds. The next phase will require matching funds from the state. There is currently no legislation at the state level to address this need. Assemblyman Ted Lempert has been approached. Question: What is the cost to

lower all rocks and the shoaling east of Alcatraz? This is included in the appendix of the Harbor Safety Plan, along with costs for various alternatives and isometric representations of the rocks.

9. **HARBOR SAFETY PLAN REVIEW, J. Lundstrom.** **J. Lundstrom** reported that she is retiring and will be working for BCDC part-time basis. She will continue to represent BCDC through the fall. **L. Korwatch** recognized the incredible asset **J. Lundstrom** has been over the past several years. **J. Lundstrom** noted that the annual review and update of the plan is mandated. This update is in a one volume binder, in a form consistent with all other HSC's in the state. This format will make annual updates easier. A separate section will be maintained for ease in tracking the status of recommendations. Anyone interested in receiving a copy should contact **Mary Kieffer** of the MX. All maps have been updated and are in color. 70% of the moves on the bay are now ferries, a 50% increase in three years. A state committee is reviewing the ferry system. MSO provided graphs of casualties over the past five years. VTS incident reports have been summarized by category. Certified bollard pull information has been updated. Last year there were 41; now there are 26. The reduction is based in changes in tug escort certification requirements. Current tug escort regulations are included in the plan update. The Administrator is required by law to review 1-1-99 to review tug/tanker matching. Findings are included for the reasoning on why the regulations were adopted. Projected construction projects involving all Bay Area bridges are listed, including dates as provided by the CG Bridge District. A representative from the CG Bridge District will address an HSC meeting if asked.
10. The draft review was distributed to members by the MX for a vote at this meeting. **J. Lundstrom** thanked the chairs of all the HSC sub-committees and MSO, VTS, NOAA and the MX. It was agreed that the table of contents would be the same for updates for all HSCs in California. In following years, pages can easily be added or replaced. The Executive Summary includes all recommendations the HSC has passed and gives the status of each. This will provide a basis for what to focus on in the future. Each chapter addresses an issue mandated for HSC attention. Two pilotage recommendations are pending. The underkeel clearance recommendation is pending. Page I-1 provides a listing of NOAA nautical charts of the bay that are available and when updates will come out. **M. Bayer** requested that the HSC defer voting on the update until two alternates who did not receive copies until this meeting can review the draft. **B. Foster** stated that the update is due 7-1-98. **J. Lundstrom** added that the only new things in the update are reports from two sub-committees. There are no policy issues. This update includes text from previously approved plan updates with

updated reports from MSO, VTS and NOAA. It was agreed that alternates will receive updates when they are distributed in the future. The status of a recommendation appears in the actual section in question and is not in the Executive Summary. **M. Brown** suggested that the meaning of an asterisk be noted on each page where one is used. **J. Lundstrom** asked that anyone with suggestions or typographical corrections contact her by phone or fax by June 19<sup>th</sup>. The agenda for the September HSC meeting will include time for comments or suggestions for improving the plan. In the future the plan update will be reviewed at the May meeting. **J. Lundstrom** noted that the document being voted on today is a draft. The final plan update will be available at the September meeting. Anyone who wants a copy should contact **Mary Kieffer** at the MX. Alternates who are not from the same company and the member they represent will be added to the HSC mailing list for all communications distributed. MOTION by **G. Hallin**, seconded by **M. Brown** "to approve the draft plan update as submitted, with typographical corrections." Motion passed unanimously with two abstentions, **M. Bayer** and **M. Reasoner**.

11. **UNFINISHED BUSINESS:** **H. Henderson** introduced **Cf. Fleming**, Regional Exam Center, who is familiar with how licensing works with STCW. He can bring speakers to the HSC to address ISM and STCW issues. Inasmuch as these issues are the basis of the work of the Prevention through People Sub-Committee, it was the consensus of the HSC that it would be in the best interest of the HSC to be familiar with new regulatory systems. The Chair suggested that, rather than an HSC meeting, a separate industry day would be a better way to focus on these issues. **Jay Phelps**, State Lands, noted that these issues will be addressed at a symposium in Southern California and distributed informational cards. **H. Henderson** added that CG Industry Day on 6-19-98 will address ISM/TTCW issues; 0930, Coast Guard Island.
12. **NEW BUSINESS:** (1) Request from committee member and agreement that the COTP's report as written and submitted to the Secretariat will be included with the minutes as distributed to the members. **T. Hunter** added that in the next year the MX will be able to scan minutes onto the website for access by members. The MX website is [www.sfm.org](http://www.sfm.org). (2) Discussion of canceling meetings scheduled for July and August unless there is business that requires immediate attention.
13. The next meeting would then be scheduled for 9-10-98 at 10:00 at the Port of Richmond, however, this conflicts with State Lands symposium. The date and location will be revisited in time to notice all members.

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14. MOTION to adjourn by **D. Turner**, seconded by **M. Bayer**. Meeting adjourned without objection at 11:15.

Submitted by:

*Terry Hunter*

**T. Hunter**  
Executive Secretary

**USCG MARINE SAFETY OFFICE SAN FRANCISCO BAY  
PORT OPERATIONS STATISTICS  
FOR 01 to 31 MAY 1998**

**PORT SAFETY:**

1. Total Port Safety cases open for period:	22
2. SOLAS Interventions:	0
3. Number of vessels requesting/granted Letters of Deviation to enter Bay: Cases include: Inop Radar (1), Inop Speed Log (1), Inop Steering Gear (1).	3/3
4. Propulsion/ <del>Steering</del> Casualties:	4
5. Steering Casualties	2
6. Collisions/Allisions:	2
7. Groundings:	1

**POLLUTION RESPONSE:**

	MSO	MSD	TOTAL
1. Total oil pollution incidents within MSO SFB AOR:	18	10	28
Civil Penalty Action (Marine Violation)	0	0	0
Civil Penalty Action, Ticket Issued (Notice of Violation)	2	2	4
Letter of Warning	1	0	1
No Action (No RP Found)	1	0	1
2. Discharges of Oil from:			
Deep Draft Vessels	0	0	0
Facilities (includes all non-vessel)	3	0	3
Military/Public Vessels	0	0	0
Commercial Fishing Vessels	2	0	2
Other Commercial Vessels	2	3	5
Non-Commercial Vessels (e.g. pleasure craft)	1	0	1
3. Cases Requiring Cleanup	1	1	2
4. Federal Fund Cases (OSLTF/CERCLA)	1	0	1
5. Hazardous Material Releases	0	0	0
6. Cases requiring Pollution Reports (POLREPS)	1	1	2

### **Significant Cases:**

On 19 MAY 98 the MSO received notification that the barge SOUTHEAST TRADER under tow of the Tug POLAR STAR (U.S.) was on fire 24 NM West of Trinidad. The cargo included 9 yachts, 5 of which were completely destroyed. The fire was extinguished by CG assets on scene which included USCGC Active, USCGC Barracuda, USCGC Point Heyer, MLB 47217 and a CG Helo. When the fire was completely extinguished the COTP authorized entrance into Humboldt Bay. The barge was escorted by USCGC Barracuda, MLB 47217 and the Tug Storky II to Pacific Alliance "A" dock. The Fire Department overhauled the barge. A CG Inspector determined that the vessel's structural integrity was intact with no evidence of deck warping or heat damage. A minimal sheen from rain runoff on the residual oil on deck was contained by the boom deployed around the vessel upon mooring. The crew members were drug and alcohol tested. Damage to cargo is estimated at \$950,000, with damage to the barge between \$70,000-80,000. The case is under investigation.

On 02, 03, 09 and 16 May 98 MSD monitored and advised Contra Costa County Sheriffs on abandoned vessel removals near Bethel Island. Efforts marked first four removals under new statewide program resulting from MSD-led Delta Partners recommendations to state personnel.

On 12 May 98 A derailment at Wilson Point resulted in up to 15 gallons of diesel fuel entering the San Pablo Bay. Personnel from MSO, MSD and Station Carquinez responded. The cleanup was completed in 34 hours with minimal impact to the environment. The RP performed a model response, removed oils and contaminated soils from the site. The response was highlighted in the Navy Times.

07MAY98 - Sent final POLREP on the January 1998 mystery slicks/tarballs for Pt Reyes Response, FPN 118012.

### Significant Marine Casualty Cases:

- (1) 1 MAY 98 - M/V PRESIDENT JACKSON (US): VTS reported that the vessel suffered an engine casualty near Harding Rock, while attempting to depart the Bay. The problem was repaired. The tug Delta Deanna was on scene, providing escort. The vessel proceeded to depart without incident. The case is closed.
- (2) 8 MAY 98 - T/V LION (LI): While moored at the dock in Stockton, the vessel experienced an engine casualty. A COTP order was issued requiring repairs. The vessel remained at dock until the repairs were satisfactorily completed. The COTP order was subsequently rescinded. The case is closed.
- (3) 9 MAY 98 - S/V CALIFORNIAN (US): Station Carquinez reported that the vessel allided with the Carquinez Bridge. No injuries, no pollution and no bridge damage resulted. Due to inadequate mooring nearby, the vessel proceeded to the Rio Vista floating dock for repairs. The case is under investigation.
- (4) 11 MAY 98 - S/V STARRY NIGHT (US): Group San Francisco reported that the recreational vessel ran aground 2 miles south of Pigeon Point. No injuries were reported. After the portable fuel tanks onboard were removed and the potential for pollution eliminated, the owner recovered parts of the vessel as they washed ashore. The case is closed.
- (5) 11 MAY 98 - M/V AMRO KALKAVAN (TU): A crew member reported a lack of adequate Marine Sanitary Devices on the vessel and refused to report on board. CG Inspectors and Investigators were dispatched to investigate potential ILO 147 violations, and subsequently contacted the Turkish consulate to report the incident. The vessel's agent arranged for the crew member's travel and repatriation. The vessel was not detained, but the Flag State was notified about the condition of the sanitation system. The case is under investigation.
- (6) 11 MAY 98 - F/V SABER-RAEAN (US): Group San Francisco reported that the vessel experienced a steering casualty 4 miles off shore near Santa Cruz. The vessel was towed to safe port by another fishing vessel and subsequently moored at the Santa Cruz Harbor. The case is closed.



- (7) 13 MAY 98 - M/V MAHIMAHI (US): VTS reported that the vessel suffered a propulsion casualty while enroute to the Oakland Inner Harbor. The vessel proceeded to Anchorage 9. Upon the arrival of a tug assist, the vessel departed to Berth 62 and safely moored. Repairs were made to the satisfaction of the OCMI. The vessel departed. The case is closed.
- (8) 16 MAY 98 - M/V ESSAYONS (US): VTS reported that the self-propelled public dredge barge Essayons lost its primary steering pump. The secondary pump remained operable. A verbal 835 was issued. The vessel used a tug escort to transit to Richmond and moor. The steering gear was subsequently repaired to the satisfaction of the OCMI. The vessel departed. The case is closed.
- (9) 18 MAY 98 - Tug YOLO (US): Group San Francisco reported that the vessel was on fire at a dock in the Petaluma River. The San Antonio Fire Department and Station Carquinez responded. The fire was extinguished. The fuel tanks were empty. No injuries and no pollution were reported. The case is under investigation.
- (10) 22 MAY 98 - Tug WILLIAMETTE HUSTLER (US): While transiting near the San Mateo Bridge, the vessel capsized with two crew members on board. Both crew members were rescued, and drug and alcohol tested. The vessel, with approximately 350 gallons of diesel fuel onboard, settled on the bottom, upside down with the stern packed in mud. No pollution was reported. The vessel was salvaged and placed on a barge enroute for Manson shipyard for repairs. The case is under investigation.
- (11) 25 MAY M/V MOKIHANA (US): VTS reported that the vessel was DIW below the Sea Buoy. The vessel effected repairs and was underway for Los Angeles. The case is closed.

## **PORT STATE CONTROL BOARDING PRIORITIES**

### **PORT STATE CONTROL BACKGROUND**

- Congressionally mandated.
- Identify and eliminate substandard foreign merchant ships from U.S. waters.
- Encourage those trading with U.S. to adopt management philosophies that ensure compliance with accepted standards.

### **U.S. COAST GUARD MANAGES RISK THROUGH BOARDING MATRIX**

- Focuses boarding and exam efforts on vessels most likely to be substandard.
- Coast Guard resources are used more efficiently.
- Rewards well managed vessels with less frequent boardings.
- Matrix consistently measures those vessels with greatest risk of being substandard.

### **HOW VESSELS ARE TARGETED**

- **Targeted Owners:**
  - Any owner, operator, or managing operator whose vessels have been detained in the U.S. more than once within the previous 12 months under the provisions of an international convention.
- **Targeted Flag States:**
  - Intervention ratio exceeds the average intervention ratio for all flag states with vessels operating in U.S. waters.
  - Associated with more than a single detention carried out under the authority of an international convention within the past twelve (12) months.
- **Targeted Class Societies:**
  - Not recognized by the Coast Guard as complying with IMO Resolution A.739(18), (Non IACS).
  - Performance below expectations based on detentions.
  - Graduated point system applied to all class societies.
- **Type of Ship Considered in Matrix:**
  - Oil & chemical tankers
  - Gas & bulk carriers
  - Passenger vessels
  - Vessels with low value cargoes in bulk
- **Boarding History Considered in Matrix:**
  - Violations of law
  - Prior detentions
  - Prior casualties
  - Prior operational controls
  - Not boarded within previous six (6) months

### **VESSEL BOARDINGS ARE PRIORITIZED BY POINTS FROM MATRIX**

- Priority 1: 17 or more PTS, entry may be restricted until examined.
- Priority 2: 7 to 16 PTS, cargo operations may be restricted until examined.
- Priority 3: 4 to 6 PTS, no operational restrictions, most likely examined at dock.
- Priority 4: 0 to 3 PTS, may be boarded at discretion of OCMI/COTP.

### **DETENTION THROUGH INTERVENTION**

- Control action which restricts a vessel's right of free movement.
- Serious matter exercised in cases where the deficiencies:
  1. Pose a threat to life safety
  2. Pose a serious threat to the marine environment

### **DETENTIONS ARE BASED ON INTERNATIONAL CONVENTIONS**

- SOLAS 1974, as amended, Regulation 19
- ICLL, Article 21
- MARPOL 73/78, Article 5(2)
- STCW 1978, Article X and Regulation 1/4
- ILO 147, Article 4
- Ports and Waterways Safety Act
- U.S. Customs Hold