

MINUTES

HARBOR SAFETY COMMITTEE MEETING

THURSDAY, JUNE 8, 2000

HARBORMASTER'S OFFICE

PORT OF RICHMOND

Captain J. Grant Stewart of American Ship Management, Chair, called the public meeting to order at 1010 hours. The secretariat confirmed the presence of a quorum. The following committee members or their alternates were in attendance: **John Davey**, Port of San Francisco; **Gunnar Lundeberg**, Sailors' Union of the Pacific; **Scott Merritt**, Foss Maritime Company; **Rich Smith**, Westar Marine Services; **Brian Dorsch**, Chevron Shipping Company; **Margot Brown**, National Boating Federation; **Ronald W. Kennedy**, Port of Richmond; **Captain Larry Teague**, San Francisco Bar Pilots; **Todd Covini**, SeaRiver Maritime, Inc.; **Nancy Pagan**, Benicia Industries, Inc.; and **Nick Salcedo**, Bay Conservation and Development Commission. NOAA was represented by **CDR Mike Gallagher**. The US Coast Guard was represented by outgoing COTP, **Captain Harlan Henderson**, incoming COTP, **Captain Larry Hereth** and **LCDR Kristi Plourde**. The Office of Spill Prevention and Response was represented by **Ted Mar**. Also present were approximately 25 members of the interested public.

There was a correction to the HSC minutes of May 11th. On page 3, it should read *US Coast Pilot*. The Underwater Rocks Work Group met on May 15th. The minutes were accepted as corrected by the committee.

Commendation for Captain Henderson. The committee applauded the great work done by **Captain Harlan Henderson** in his three-year assignment as COTP for the San Francisco Bay Region. **Captain Henderson** will be leaving for his new assignment in North Carolina tomorrow.

COAST GUARD COTP REPORT, LCDR K. Plourde. Written reports of port operations statistics for pollution response and investigations and significant port safety events for the period of 5-1-00 to 5-31-00 are made a part of these minutes. **Captain Henderson** thanked the maritime community of the SF Bay Area for their cooperation and support during his three-year term. He then introduced **Captain Larry Hereth** who he described as an excellent replacement.

CLEARINGHOUSE REPORT, A. Steinbrugge. A written report with statistics for the month of May 2000 and a report for 2000 YTD are made a part of these minutes. There was one violation in the month of May that was reported to OSPR.

OSPR REPORT, T. Mar. 1) The revised Tug Escort Regulations have gone to the Office of Administrative Law for review. 2) PORTS funding is under review by the Department of Fish and Game. 3) There has been no decision yet as to whether the HSC would be able to add a representative from one of the ferry companies to the committee. **L. Teague** cautioned that the committee couldn't let the "ball drop" on the ferry representative issue. The decision will depend on the interpretation of the HSC rules. However, the committee decided to continue to wait and see for the present. The committee will take no action yet.

NOAA REPORT, M. GALLAGHER. 1) **LCDR M. Gallagher** reported that the contract survey is in progress. Shoaling at Pt. Molate (26') is the worst spot. The shoaling takes place at the ship berths, not the shipping channel. The Port of Richmond was warned of the shoaling problem. However, the port replied that Pt. Molate is still owned and operated by the United States Navy, not the Port of Richmond. There are "distant" plans to dredge the site.

TUG-TESTING REQUIREMENTS REPORT, A. STEINBRUGGE. It was reported that both the 200,000-pound scale as well as the 500,000-pound scale for tug testing were inoperative and it would not be financially feasible to try and repair the scales. Scales from the Los Angeles area could be rented; however, this would run into thousands of dollars. There are also scales available for rent from the Seattle area. These, too, would be expensive to rent. The Tug Escort Work Group will be meeting to brainstorm a plan of action to resume tug testing in the Bay Area. The deadline for the 3-Year retesting period is coming up. **S. Merritt** commented that it could be the tug companies' responsibility to make arrangements for testing their tugs. **T. Hunter** suggested that the tug companies should meet with the Tug Escort Work Group to work out a solution. **J. G. Stewart** added that the Tug Escort Work Group should lead the discussion. Question by **L. Teague**: What happens if the period of testing arrives and there are no tests? **T. Mar** replied that they might be able to apply for a "grandfather" waiver from the State. **R. Smith** requested a list of the names of the tugs that have not been tested in the three-year limit. **A. Steinbrugge** agreed to supply him with this list.

BCDC REPORT ON SAFE NAVIGATION AND OIL SPILL PREVENTION, N.

SALCEDO. N. Salcedo passed around copies of the BCDC Bay Plan entitled *Navigation Safety and Oil Spill Prevention in San Francisco Bay*. The goal of this plan is to educate the Bay Conservation and Development Commission on the dangers of oil spills and to reinforce the Harbor Safety Committee in their goals of safe navigation on the bay as well as spill prevention. He asked that the committee look over the document and propose any changes to BCDC. **A. Steinbrugge** commented that the report is designed to be inclusive. He added that BCDC played a small, but very important role in navigational safety measures. The BCDC plan puts emphasis on the HSC Bay Plan, particularly Chapter VI. Question by **B. Dorsch**: Will the BCDC plan be included in the HSC Plan? Yes, the BCDC Plan will be admitted to the Appendix of the HSC Plan. **N. Salcedo** reported that the first public hearing on the plan would be held on August 3, 2000. Any comments on the Plan should be forwarded to BCDC by July 17, 2000. A copy of the 40-page BCDC plan may be obtained by contacting the Marine Exchange at (415) 441-7988 or by email to mary@sfmtx.org.

NAVIGATION WORK GROUP, L. TEAGUE. 1) The next *US Coast Pilot* will be published in December 2000. This edition will include the Tug Escort Regulations for the State of California. **M. Gallagher** added that there are plans to issue an electronic *US Coast Pilot* next year. 2) Avon Docks Turning Basin - the Corps of Engineers has budgeted for the basin for Y2001. The COE has sent their survey to the SF Bar Pilots for their review. 3) The relocation of the Southampton Shoal light buoys has been approved. More members of the COE are attending the monthly Navigation Work Group meetings. **R. Smith** suggested that the Colonel of the COE select a specific person to attend HSC meetings. This would ensure consistency. **J. G. Stewart** suggested a letter campaign from the HSC to the Colonel of the COE regarding this issue. **Captain Hereth** suggested that the COE would be urged to appoint an alternate COE person so that there would always be someone present from the organization.

UNDERWATER ROCKS WORK GROUP REPORT, R. SMITH. The last meeting of the work group was on May 15, 2000. They are beginning Phase Three for the plans to remove hazardous underwater rocks in the Bay. The project will take three years to complete. At the next meeting the work group will review a list of consultants.

HUMAN FACTORS WORK GROUP REPORT, S. MERRITT. There is nothing to report at this time and no meetings have been scheduled.

PREVENTION THROUGH PEOPLE WORK GROUP REPORT, M. BROWN.

There is nothing new to report at this time. The next meeting of the group will be on Tuesday, June 13, 2000.

P.O.R.T.S. WORK GROUP REPORT, T. COVINL There is nothing to report at this time.

OLD BUSINESS. None.

NEW BUSINESS 1) It was reported that Governor Gray Davis has sent a letter to the Department of Fish and Game which recommends **Captain Lynn Korwatch**, former chair of the HSC for the position of Administrator for the Office of Spill Prevention and Response. 2) **Captain Henderson** invited all present to the Change of the Watch ceremony on Coast Guard Island, Alameda to be held the following day (June 9, 2000).

The next meeting of the HSC will be on Thursday, July 13, 2000 at the Port of Oakland.

The meeting was adjourned without protest at 11:07 A.M.

Respectfully submitted,

Terry Hunter
Executive Secretary