

**MINUTES  
HARBOR SAFETY COMMITTEE MEETING  
THURSDAY, JULY 13, 2000  
BOARD ROOM  
PORT OF OAKLAND**

**Captain J. Grant Stewart** of American Ship Management, Chair, called the public meeting to order at 1012 hours. The secretariat confirmed the presence of a quorum. The following committee members or their alternates were in attendance: **Scott Merritt**, Foss Maritime Company; **Tom Wilson**, Port of Richmond; **Larry Teague**, San Francisco Bar Pilots; **Brian Dorsch**, Chevron Shipping Company; **Joan Lundstrom**, Bay Conservation and Development Commission; **Todd Covini**, SeaRiver Maritime, Inc.; **Margot Brown**, National Boating Federation; **John Davey**, Port of San Francisco; and **Gary Hallin**, Port of Oakland. NOAA was represented by **LCDR Mike Gallagher**. The US Coast Guard was represented by COTP, **Captain Larry Heath**, (MSO), **CDR Danny Ellis** (VTS) and incoming commander of the VTS, **CDR David Kranking**. The Office of Spill Prevention and Response was represented by **Ted Mar**. Also present were approximately 30 members of the interested public.

There were corrections to the minutes of the June 8, 2000 meeting. 1) **CDR Kristy Plourde** was identified as LCDR in error. 2) **Brian Dorsch** asked if the HSC Plan would be amended to include the BCDC Plan? What was recorded in the June minutes was whether the BCDC Plan would be included in the HSC Plan. 3) **Nick Salcedo** submitted written corrections to last month's report by BCDC. **MOTION** by **Tom Wilson**, seconded by **Larry Teague** to approve the minutes as corrected. The motion was passed without opposition.

**J. Grant Stewart** announced that this was the last official day of duty in this port for **CDR Danny Ellis** of the USCG Vessel Traffic Service. **J.G. Stewart** thanked **CDR Ellis** for his participation in the Harbor Safety Committee, his commitment to safety on the Bay, his hard work and his valuable suggestions on safety. His presence here in the SF Bay Region will be missed. The committee wishes him good fortune in his next assignment in Washington, D.C. **CDR Ellis** thanked the committee for their years of support and then introduced **CDR David Kranking** who will take over the command of the USCG VTS in the SF Bay Area. **CDR Kranking** is coming to the Bay Area from his last assignment in Marinette, Wisconsin. **CDR Ellis** invited all to the Change of Command Ceremony to take place on Friday, July 14, 2000 at 1030 hours.

Next, **J.G. Stewart** introduced three representatives of Valero Refining Company - California, a division of Valero Marketing and Supply Company, one of the largest refining and marketing companies in the nation. Valero Refining recently purchased Exxon Refining Company in Benicia, California. **Richard Huckins**, Tanker Coordinator (San Antonio, TX), **Gerald D. Karr**,

Superintendent of Dock/Oil Spill Prevention and **Ron Stone**, Pollution and Safety Advisor, represent the company.

On April 5, 2000, former HSC Chair, **Captain Lynn Korwatch** sent a letter to Union Pacific Railroad expressing concern regarding the training and experience of the Union Pacific RR Bridge tenders on duty at the bridge site in the Carquinez Strait at the entrance of Suisun Bay. The incident of the *M/V Marion Star* was related. As the ship approached the bridge, radio contact was made; however, the bridge tender was unfamiliar with the equipment and so could not raise the bridge for the passage of the vessel. On May 30, 2000, Mike Blackley the Manager of Bridge Construction for the Union Pacific Railroad replied. He stated that recently, Union Pacific had made some significant improvements to the bridge including a computer operating control system. Union Pacific is also in the process of training all their bridge tenders on these new features. Mr. Blackley also raised concerns regarding vessels that have lost power in the strait. He stated that water vessels had hit the bridge repeatedly in recent months. A copy of Mr. Blackley's letter will be mailed with the next minutes of the HSC.

**COAST GUARD COTP REPORT, CAPT. L. HERETH.** Written reports of port operations statistics and pollution response and investigations and significant port safety events for the period of 6-1-00 to 6-30-00 are made a part of these minutes. **Capt. L. Hereth** introduced **Capt. Frank Whipple** who reported on the recent Marine Transportation System (MTS) Regional Dialog Session in Los Angeles, CA on July 11, 2000. The aim of these dialog sessions is to produce a nation-wide series of dialogs to work to improve the safety, efficiency and quality of America's marine transportation systems. The MTS Initiative Task Force created a wide-ranging report from dialogs held at different ports and opinions of different "port players." This report is to be delivered to Congress. The goal of this MTS Initiative Task Force is to create ports for the 21<sup>st</sup> Century. The ideal port would be able to handle the largest vessels and have an efficient inter-modal system that could handle great volume. Two of the action items from the LA meeting were 1) Better coordination of harbor uses and commercial interests; and 2) Dollars and cents - Where does the money come from for port projects? For more information regarding the Marine Transportation System or to obtain a copy of *An Assessment of the U.S. Marine Transportation System*, write to the Maritime Administration, U. S. Department of Transportation, 400 7<sup>th</sup> St. SW, Washington, DC 20593 or access their web site at [www.marad.dot.gov/MTS/report](http://www.marad.dot.gov/MTS/report).

**Peter Gaudier** reported that there had been 22 Port Safety cases for the period 6-1-00 to 6-30-00. Three of these were propulsion casualties and three more were allision casualties. Significant cases include the *T/V Paros* (loaded with molasses), which lost propulsion and went aground in the Stockton Deep Water Channel in the vicinity of Light 23 on June 2<sup>nd</sup>. A second case was the tug *Simone Brusco*, which lost propulsion twice while transiting from Mare Island, to the Naval Supply Center in Oakland. The USCG ordered another tug (*Sonoma*) to take over and complete

the tow. A third casualty involved the *M/V Glasgow Maersk*. While maneuvering port side to the Port of Oakland Berth 24, the vessel allided with the dock and suffered a gash approximately 6.56 feet high and 6.56 feet deep. More information may be obtained from the USCG Report included in these minutes.

**CLEARING HOUSE REPORT, A. STEINBRUGGE.** The Office of Oil Spill Prevention and Response was called with a possible violation once in the month of June 2000. This brings the total to three calls for the Y2000 or one call every other month. In 1999, there was an average of one call per month. The full report is made a part of these minutes.

**OSPR REPORT, T. MAR.** 1) It was reported that all contracts, including the contract for the HSC secretariat, have been signed. 2) The Administrator has approved the addition of a representative plus an alternate from the ferry industry to be included as a committee member. A formal application process will begin immediately. 3) The Office of Administrative Law is still in the process of reviewing any revisions to the Harbor Safety Regulations as proposed by the Tug Escort Work Group. 4) There is no word on a permanent Administrator for OSPR as of this meeting. Scott Schaefer is Acting Administrator. 5) The proposal for the AIS equipment was readily approved. Question by **J. Lundstrom**: Would the ferry industry representative have voting rights as a member of the HSC? **T. Mar** agreed to check and verify whether they would.

**NOAA REPORT, LCDR M. GALLAGHER.** Electronic Navigational Charts will be coming to the San Francisco Bay Area. The priority for such charts has intensified. They should be released in November or December of this year. The first release will go to the U.S. Coast Guard who will test the charts. They should be available to the general public in the spring of 2001. However, they will not be able to provide equipment for updating the charts until late in the year 2001. Question by **J. G. Stewart**: When will you get a copy? **M. Gallagher** replied that he expects to receive his copy in November-December, but there may be delays. Question by **J. Lundstrom**: How will the USCG test these charts? **M. Gallagher** replied that personnel from VTS would be testing the equipment on various vessels in the bay. There will be more information forthcoming in the months ahead.

**BCDC "BAY PLAN" REPORT, N. SALCEDO** - A PowerPoint presentation was given by **N. Salcedo** in which the purpose of the BCDC Plan was explained. The official report is called *Navigation Safety and Oil Spill Prevention in San Francisco Bay*. As explained in the report, "BCDC is considering updating the Bay Plan to address the issues associated with safe navigation and oil spill prevention in San Francisco Bay. The Bay Plan currently contains only limited policy guidance concerning safe navigation and oil spill prevention. The proposed amendment would help BCDC fulfil its obligations by outlining findings and policies for the Bay Plan concerning safe navigation and oil spill prevention in San Francisco Bay. The update would

reinforce the strategies of the Harbor Safety Plan, consistent with the McAteer-Petris Act. The findings would be largely based on the recommendations of the Harbor Safety Plan, augmented with existing data and information compiled by various committees, agencies, navigational organizations and interested parties that have expertise in navigation safety along with any new information developed by these parties over the course of the amendment process...By augmenting the existing legal and institutional framework already in place, BCDC can help protect important Bay resources from the adverse impacts of accidental oil spills resulting from navigational accidents. ” Question by **Brian Dorsch**: Would the Plan be an appendix to our report? Does incorporating the HSC Plan with the BCDC Plan allow BCDC to do more than the HSC? **Will Travis** (BCDC): The HSC Plan would be incorporated into the BCDC only as far as the law would allow. The BCDC has permit authority that the HSC does not have. We can help in this regard. The BCDC Plan is an effort to leverage authority. We can approve permits for water-oriented use. Navigational aids are not considered “water-oriented use.” Right now, we do not have a policy to ensure navigational safety. There are no clear-cut standards or guidance. **B. Dorsch** stated that some committee members are more concerned with vessel regulations and USCG VTS policy. Will BCDC get involved in these areas? **W. Travis** replied that BCDC could influence only by submitting letters of support and recommendations that a permit be given. The BCDC Plan is to give leverage to the mandates of the HSC. **J. Lundstrom** stated that there appears to be some conflict in authority, namely, licensing authority for pilots and authority over aids to navigation. **W. Travis** replied that the BCDC Plan does not give BCDC authority. It only states harbor safety policies. **N. Salcedo** added that safety on the Bay is important and that the BCDC Plan will act as a tool to relay the commissions of the HSC and BCDC. Question by **J. Davey**: If the HSC recommends some action, how does that help BCDC with their recommendation? **W. Travis** replied that the HSC could submit comments on certain permit applications made by the BCDC. The recommendations for permits ask for expertise from other agencies. Question by **Margot Brown**: This Plan is presently a working document, is it not? Will this be presented to the Commission in August? **N. Salcedo** replied that the original schedule called for an August presentation. However, there will be a public hearing on the amendment on September 7, 2000. The hearing will be held at the San Francisco State University Downtown Center at Fremont and Market Streets. There are plans for another revision before the public presentation. The BCDC welcomes all suggestions and comments. Please submit these by July 27<sup>th</sup>. Today’s presentation will be sent to all the HSC committee members. **B. Dorsch** suggested that there should be more clarification in the BCDC Plan regarding the authority of the different agencies on the Bay as well as the purpose of the Plan. **S. Merritt** added that the BCDC Plan mentioned areas that are already in authority by the US Coast Guard or OSPR. The HSC needs clarification as to the BCDC regulatory intent. **J. Lundstrom** commented that the HSC should take a second look at the revised BCDC Plan at the August 2000 meeting. Then the HSC may feel that they would like to comment. This is a significant step and all aspects must be seriously considered. Question by **J. G. Stewart**: Is anyone reviewing the Plan? **N. Salcedo** replied that the legal department of the USCG is reviewing the Plan. **J. G. Stewart**: Could we

have a report on your findings at the next meeting? **N. Salcedo** replied that he would have a report and an outline of their submission to the Commission. The earliest commission vote would not be until late September 2000.

**NAVIGATION WORK GROUP REPORT, L. TEAGUE.** There is no report this month. There is a new commander of the Corps of Engineers. The work group will contact the commander to coordinate safety efforts.

**UNDERWATER ROCKS WORK GROUP REPORT, L. GALAL (CORPS OF ENGINEERS).** The work group met on 6-26-00 and discussed the role of the work group as it relates to the removal of the underwater rocks in San Francisco Bay. It was decided that the work group would provide a technical advisory role. They would review the contracts and at their meetings would discuss the various scopes of work by the contractors. They would review the initial data gathering such as the hydrographic survey data of Shag, Harding, Arch and Blossom Rocks as well as the unnamed rocks in the area. The work group will also coordinate efforts with the California Department of State Lands Commission to identify shipwrecks in the Bay. The work group is also allowed to work on shoaling problems. The Port of Oakland may serve as the non-federal sponsor for the feasibility study on the East Alcatraz Shoal. The next meeting of the work group will be on Wednesday, September 6, 2000 at 1000 hours at the Corps of Engineers, Room 819B, 333 Market Street, San Francisco.

**HUMAN FACTORS WORK GROUP REPORT, S. MERRITT.** No report.

**PREVENTION THROUGH PEOPLE WORK GROUP REPORT, M. BROWN.** No report. The work group will meet on Thursday, July 20<sup>th</sup>.

**PORTS WORK GROUP REPORT, T. COVINI.** Short-term funding for PORTS was obtained by Assemblyperson Carole Migden in the amount of \$230,000. There is no news on long-term funding at this time. There is funding now for one year and possibly more.

**OLD BUSINESS.** None.

**NEW BUSINESS.** 1) **Jay Phelps** of California State Lands Commission announced the Prevention First 2000 Symposium and Technology Exhibition on onshore and offshore spill prevention to be held at the Westin Long Beach Hotel on August 29 & 30, 2000. 2) **J. G. Stewart** introduced **David Sulouff** of the 11<sup>th</sup> Coast Guard District to the committee. **Mr. Sulouff** is the new Chief of the Bridge Section for the district. **D. Sulouff** reminded the Committee that the new Traffic Separation Scheme for West Coast waters would go into effect at 1700 hours local time on July 14<sup>th</sup>. He also introduced a "Report of Delay at Drawbridge" form for mariners in order for them to report delays. Examples were brought for the committee.

Copies of the same form will also be on the back of the monthly *Notices to Mariners*. **D. Sulouff** stated that he looked forward to working with the HSC, the COE, BCDC and other agencies to ensure the informed decisions are made regarding safety on the Bay. 3) **Captain Whipple** stated that for the past year he has worked with the State of California analyzing risk assessment in the ship traffic from Alaska to Mexico. They are planning a data analysis to be ready in September regarding the findings of this study.

The **next meeting** of the HSC will be on **Thursday, August 10, 2000** at 1000 hours at the **Port of San Francisco**.

⇒ There was an announcement by **John Davey** that the Port of San Francisco Administrative Offices would be moving to Pier 1, San Francisco on December 17, 2000. The November meeting of the HSC may be moved. There will be more news on this later.

There was a **MOTION** to adjourn by **J. Lundstrom**, seconded by **L. Teague**. The motion passed without objection and the meeting was adjourned at 1127 hours.

Respectfully submitted,

Terry Hunter  
Executive Secretary