

MINUTES

HARBOR SAFETY COMMITTEE OF THE SAN FRANCISCO BAY REGION

9:30 a.m., Thursday, August 11, 1994

Port of San Francisco, World Trade Center, San Francisco, CA

1. The public meeting was called to order by Chair, Arthur Thomas, at 9:30. The following committee members or alternates were in attendance: David Adams, Port of Oakland; Roger Peters, Port of San Francisco; Joseph Gadsick, Benicia Industries, Inc.; Margot Brown, National Boating Federation; Dwight Koops, SeaRiver Maritime; John Gosling, Matson Navigation Company; Robert Clinton (alternate for Ron Duckworth), Crowley Marine Services; federal government representative from the U. S. Coast Guard, Cmdr. Ryan; and Robert Mattson, U. S. Navy. Also in attendance Chuck Raesbrok, Helen Carr and Bud Leland, OSPR.
2. T. Hunter, Marine Exchange, confirmed that, with alternates, a quorum was present.
3. MINUTES OF PREVIOUS MEETING. M. Brown noted that the appropriate title for P. Dolan is Captain not Commander. MOTION by D. Koops, seconded by M. Brown, that the minutes be approved as written. Motion passed without opposition.
4. T. Hunter introduced new member Mike Nerney, Inchcape-Williams Dimond, who will serve as James Mes' alternate.
5. COAST GUARD REPORT. Cmdr. Ryan stood for Captain Montoro, who is attending a North Coast Area Committee meeting. Copies of "Vessel Boarding Statistics" and "Pollution Statistics" for 7-1-94 through 7-31-94 are made a part of these minutes. The ticketing program has been established in three test ports to gather data. Violations are cited at the moment and the feedback from the maritime community has been positive. D. Montoro has responded to the federal level's request for input regarding tank vessel escorts.
6. CLEARINGHOUSE REPORT, A. Steinbrugge. The report, with statistics for the month of July and the year-to-date is made a part of these minutes. There was one failure to report before departure in the past month. The vessel was escorted.
7. OSPR REPORT, B. Leland. (a) In the wake of a tank vessel escort meeting, a response has been prepared from the Administrator of OSPR to the USCG Commandant regarding interfaces between the state and federal governments. It is suggested that the national/federal regulations for San Francisco Bay be limited to a mandate that tank vessel escorts take place. It is preferred that performance standards come at a state level. (b) C. Raesbrok reported that staff is working on a liability letter for HSC members. Staff counsel has reviewed statute and states that HSC members are not liable because the committee produces recommendations that are non-binding. The legislature has granted immunity to other similar advisory boards. This would be done by legislative amendment to government code 66633.1. (c) C. Raesbrok stated that a guide of amendments to the Brown Act (open meeting and noticing requirements) should be available from the Attorney General's office soon. Amendment of OSPR regulations will guide the HSC on

**Harbor Safety Committee of the San Francisco Bay Region**  
**09:30 a.m., Thursday, August 11, 1994**

holding of meetings and procedure. (d) B. Leland noted that the committee members' three year terms are coming to an end at the end of September. It is expected that OSPR will extend an invitation to all committee members to continue to serve. (e) Helen Carr, OSPR Enforcement Division, reported that the event reported in the Clearing House report involved a pilot reporting to VTS for the master, but not to the Clearing House.

8. TUG ESCORT SUB-COMMITTEE, R. Peters. A public workshop was held after the 7-14-94 HSC meeting to address the Lundstrom list, issues not covered by the Glosten study. There was no controversy and everyone appears to be heading on the same track. A sub-group of the Coast Guard that has been meeting to look at federal tug escort rules that may go beyond Puget and Prince William Sounds and will meet again the first week of August. A committee associated with ASTM Escort Vessel Tank Group is looking at escort characteristics and it is looking at this HSC's work. TES has decided to request that OSPR issue a letter to the Coast Guard seeking compatibility with local San Francisco requirements. It is acknowledged that a major element of the Glosten study is full scale testing and the CHEVRON OREGON is involved at this moment in testing to confirm computer generated information.

9. PLAN SUB-COMMITTEE. As no sub-committee members were present, the Chair assumed the duty of directing the HSC in review and voting on recommendations to be included in the 1994 Annual Review of the Harbor Safety Plan. A draft of the plan was distributed at the 7-14-94 HSC meeting. Revisions to that draft which resulted from additional updating and clarifications were distributed and are hereby made a part of these minutes. (1) The recommendation to establish maximum speed limits as recommended by the Federal Regulation Review Sub-Committee; pgs. 3 and 4. There were no objections to this recommendation. R. Peters clarified that the speed limits are for all vessels not just tankers. (2) The proposed amendment to Recommendation 3, PORTS; pg. 5. For two years, the HSC has recommended to the federal government and OSPR that PORTS be established in the Bay. There were no comments or objections to the changes in language and vote on this matter will be included in the general vote for approval of the Annual Review document. (3) The Chair noted that there has been significant public input and time to review the draft 1994 Annual Review of the Harbor Safety Plan. MOTION by R. Clinton, seconded by D. Koops to "adopt the 1994 Annual Review of the Harbor Safety Plan as modified by the Plan Sub-Committee." There was no discussion and the plan review document received unanimous approval. The Chair requested that the minutes reflect the HSC's thanks to J. Lundstrom and the entire sub-committee for all the work they have done.

10. REPORTABLE EVENTS SUB-COMMITTEE. The Chair reported that M. Croce, chair of the sub-committee is attending the testing on the CHEVRON OREGON. Patrick Moloney noted that the sub-committee has not met since the last HSC meeting.

11. PORTS SUB-COMMITTEE. The Chair introduced Dr. Wayne Wilmot of NOAA who has been in constant contact with the sub-committee chair, Carl Bowler, who is currently on the east

**Harbor Safety Committee of the San Francisco Bay Region**  
**09:30 a.m., Thursday, August 11, 1994**

coast working with a channel review sub-committee. Dr. Wilmot discussed the current status of the Tampa Bay PORTS and described what the system's characteristics and impact on San Francisco Bay and its users would be. He identified the need and imminent possibility for a quality assurance mini-project to demonstrate the system and its benefits. NOAA is looking to formulate a national PORTS. Dr. Wilmot recommended HSC establish a working group to work with NOAA to determine the requirements for San Francisco. Dr. Wilmot will provide a synopsis of his presentation to the HSC.

12. **UNFINISHED BUSINESS:** None

13. **NEW BUSINESS:** None.

14. The next meeting will be held 9-8-94 at 9:30 a.m. at the Port of Richmond. The Chair indicated that he will be attending IMO Navigational Safety Meetings at that time. The Chair will pass to Vice Chair, A. Nothoff; J. Lundstrom; R. Peters; in that order.

15. **MOTION** to adjourn by R. Peters, seconded by D. Koops. Meeting adjourned at 11:40.

Respectfully submitted,

T. Hunter

August 8, 1994

TO: HARBOR SAFETY COMMITTEE  
FROM: Joan Lundstrom, Chair Plan Subcommittee  
RE: Revisions to Draft 1994 Annual Review of Harbor Safety Plan

At the August 11, 1994 meeting of the Harbor Safety Committee, you will be discussing the 1994 Annual Review of the Harbor Safety Plan. The committee will be voting on the following:

1. The recommendation to establish maximum speed limits as recommended by the Federal Regulation Review Subcommittee. See pages 3 and 4;
2. The proposed amendment to Recommendation 3, PORTS. See Page 5;
3. Approval of the 1994 Annual Review of the Harbor Safety Plan, including changes to the draft.

A draft of the plan was passed out at the July 14 meeting; additional copies will be available at the August meeting. Since the July meeting, several suggestions, further updates and questions have been raised by committee members. As you are reviewing the plan, please note the attached revisions, clarifications and corrections to the draft which reflect input from the committee.

**INTRODUCTION, Page 1: Substitute the following:**

The original Harbor Safety Plan for San Francisco, San Pablo and Suisun Bays was adopted on August 13, 1992 and supplemented by the Harbor Safety Committee's letter of February 4, 1993 to the OSPR Administrator. SB 2040 mandates that the Harbor Safety Committee must annually review its previously adopted Harbor Safety Plan and recommendations and submit the annual review to the OSPR Administrator for comment. The 1994 Annual Review represents the second review of the Harbor Safety Plan, covering the 1993-94 fiscal year period. The committee notes that the Administrator did not comment on the first annual review for the 1992-93 fiscal year, so no responses to OSPR are included in this review. The Harbor Safety Committee of the Bay Region reviewed and approved the 1994 Annual Review of the Harbor Safety Plan at its August 11, 1994 meeting.

The Harbor Safety Plan for the San Francisco San Pablo and Suisun Bays is comprised of the original Harbor Safety Plan adopted in 1992, the Committee's response letter to the OSPR Administrator, the 1993 Annual Review and the 1994 Annual Review. For ease of reference, the Committee intends to consolidate these separate documents during the next annual review .

All 15 voting members of the Harbor Safety Committee remain the same as when the 1993 Annual Review was submitted. Three additional subcommittees were formed: Federal Regulation Review, Reportable Events, and the PORTS (Physical Oceanographic Real Time Systems).

Chair: Captain Arthur J. Thomas, San Francisco Bay Pilots

Vice Chair: Ann Notthoff, Senior Planner, Natural Resources Defense Council

Executive Secretary: Terry Hunter, Marine Exchange of the San Francisco Bay Region

**CHAPTER I. GEOGRAPHIC BOUNDARIES. Page 2: No change to draft.****CHAPTER II. GENERAL WEATHER, TIDE AND CURRENT, AND DEPTH CONDITIONS. D. Speed of Vessels. Page 4, paragraph 2, third line: Changes to draft text are underlined:**

The Vessel Traffic Service (VTS) , in a two week survey in 1993, noted three large commercial vessels traveling at speeds between 18 to 20 knots within the Central Bay, which was considered excessive, taking into consideration the narrow confines of the shipping lanes, the distance required for large vessels to stop, the many hazards and the number of other vessels generally present such as commercial ships, ferries, recreational boaters, tugs, etc.

**CHAPTER III. HARBOR CONDITIONS. Page 6: No change to draft.****CHAPTER IV. VESSEL TRAFFIC PATTERNS. Page 7, last paragraph. Changes to draft text are underlined.**

As of April 1, 1994, the CASRISK program is fully operational at the Marine Safety Office San Francisco Bay. Data is now included for the four year tracking period from January 1, 1990 through March 30, 1994. The program assembles the history of casualty and incident information so that it can be searched, sorted, and reported in a flexible manner in order to respond to various requests for information. Reports can also be plotted on a computer chart of a specific geographic area. See Appendix C for an example of how casualty and incident information for San Francisco and San Pablo Bays can be plotted on a chart to identify possible problem areas.

**Page 8, paragraph 2. Changes to draft text are underlined.**

As previously recommended by the Coast Guard, further definition of "incidents" and "near misses" is needed to establish more reliable data. The Coast Guard recommended that OSPR should further define what information is important to be reported and should develop an implementation plan to assure coordination between those agencies. In the spring of 1994, several representatives of the Harbor Safety Committee agreed to meet with the Captain of the Port to clarify these definitions. Subsequently the Chair of the Harbor Safety Committee appointed the Reportable Events Subcommittee which met with the Captain of the Port and VTS Commander. The objectives of the subcommittee are (1) to clarify the definition of "incidents", (2) to devise a system of voluntary reporting from pilots and ship masters of "incidents" or "reportable events", and (3) to recommend establishing a review team to periodically review the pertinence of the information. The Captain of the Port agreed to prepare an analysis of the casualties and "near misses" that have occurred thus far in 1994 to identify potential problem areas and make recommendations for improving harbor safety. This initial review has been scheduled for presentation to the Harbor Safety Committee at the September meeting.

**CHAPTER V. VEHICULAR BRIDGE MANAGEMENT. Page 9, Recommendations 22. through 24. & 27., last sentence. Changes to draft text are underlined:**

A prioritized list of locations for bridge clearances and water level gauges needs to be developed by OSPR, U.S. Coast Guard, and Caltrans with input from the Pilot Association.

**CHAPTER VI. AIDS TO NAVIGATION. Page 10, Recommendation 28.(b). Substitute the following:**

b) On July 15, 1994 the U.S. Coast Guard published a final rule that makes participation in all VTS's mandatory. This rule will establish two levels of VTS participation: "full participation" and "passive participation." Full participation will require vessels to comply with all communication, Vessel Movement Reporting System and general VTS operating rules. This class of vessels includes (a) power-driven vessels 40 meters or more in length, (b) towing vessels 8 meters or more in length, and (c) vessels certified to carry 50 or more passengers for hire when engaged in trade. Passive participation will require vessels to monitor designated VTS frequencies and to comply with general VTS operating rules. Military vessels have been directed to participate in VTS by the Senior Officer Present Afloat (SOPA), San Francisco.

No further action is necessary.

**CHAPTER VII. COMMUNICATIONS. Page 11, Recommendation 30, Substitute the following:**

As described in Recommendation 29, the VTS Operations Manual under development will incorporate the change in the VTS operating channel from Channel 13 VHF-FM to Channel 14 VHF-FM. The change to Channel 14 will be effective August 15, 1994. The decision to change to Channel 14 was made based on recommendations made by a Quality Action Team (QAT) consisting of persons from various maritime organizations within the San Francisco Bay Area. The goal was to reduce the amount of radio traffic on Channel 13 QAT was facilitated by VTS San Francisco. In addition to the change to Channel 14, several other QAT recommendations will be implemented.

No further action is necessary.

**CHAPTER VIII. TUG ESCORTS. No change to draft.**

**CHAPTER IX. PILOTAGE. No change to draft.**

**CHAPTER X. PROJECT FUNDING. No change to draft.**

**CHAPTER XI. COMPETITIVE ASPECTS OF THE PLAN. Page 14, paragraph 2, line 1. Changes to draft text are underlined.**

The Harbor Safety Plan recommended that regulated ships and barges carrying 5,000 long tons of oil or other petroleum products have tug escorts as defined in the plan. On May 6, 1993 that recommendation became law. Since that time, approximately 230 ships and 47 barges per month have employed tug escorts in some manner. It is estimated that the average increase in cost to the ship and barge owners for each of these escorts has been \$4,500 for each ship escorted and \$2,500 for each barge escorted. Based on these estimates, the total average annual cost for tug escorts in the San Francisco, San Pablo and Suisun Bays is approximately \$13,830,000.

**CHAPTER X. PLAN IMPLEMENTATION AND ENFORCEMENT. No change to draft.**

**APPENDICES:**

**Appendix C: CASRISK Casualty Data. Add Translation Guide for Coast Guard Letter Codes.**

**Appendix D: Tug Bollard Pull Test Results. Note which tugs are tractor tugs.**