

MINUTES

**HARBOR SAFETY COMMITTEE MEETING
THURSDAY, AUGUST 10, 2000
BOARD ROOM, PORT OF SAN FRANCISCO
FERRY BUILDING, SAN FRANCISCO, CA**

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: **Gunnar Lundeberg**, Sailors' Union of the Pacific, **Joan Lundstrom**, BCDC, **Rich Smith**, Westar Marine Services, **Margot Brown**, National Boating Federation, **Captain Larry Teague**, San Francisco Bar Pilots, **John Davey**, Port of San Francisco, **Scott Merritt**, Foss Maritime Company, **Todd Covini**, SeaRiver Maritime, Inc., **Brian Dorsch**, Chevron Shipping Company, **Gary Hallin**, Port of Oakland, and **Nancy Pagan**, Benicia Industries, Inc. NOAA was represented by **LCDR Mike Gallagher**. The US Coast Guard was represented by the COTP, **Captain Larry Hereth**, (MSO) and **CDR David Kranking**, (VTS). The Office of Spill Prevention and Response was represented by **Ted Mar**. Also present was special guest, **Scott Schaefer**, Acting Administrator for OSPR.

There was a question regarding one of the points recorded in the minutes of the July 13, 2000 meeting. It was stated that the USCG VTS would be involved in testing electronic charts for the SF Bay Region. **Captain Larry Hereth** said that he would check this point to see if there are truly any plans for this type of VTS involvement. **MOTION** by **L. Teague**, seconded by **J. Davey** to approve the minutes. The motion was passed without opposition.

J. G. Stewart welcomed **Scott Schaefer**, Acting Administrator for OSPR to the proceedings.

COAST GUARD COTP REPORT, CAPT. L. HERETH. **Capt. Hereth** turned the report over to **LCDR Pete Gautier** who reported that there were 29 port safety cases for the period 07-01-00 through 07-31-00. Three of these cases were propulsion casualties and one was a steering casualty. There were 27 oil pollution incidents. One significant case for this period involved the failure of the Union Pacific Railroad Bridge to open by request of the bar pilot aboard the *M/V Delta Pride*, which was sailing outbound in the Carquinez Strait. The vessel anchored ½ nautical miles east of the bridge, which was eventually raised three hours later. **Capt. L. Hereth** stated that there have now been two incidents since the May 30, 2000 letter from **Mike Blackley**, the Manager of Bridge Construction for the Union Pacific Railroad. The USCG Bridge Administration Section Chief, **David Sulouff**, is working with the Union Pacific Railroad on human factor problems related to bridge function. Bridge equipment

problems are also being investigated. Question by **CDR M. Gallagher** to **Capt. L. Teague** : Would a turning basin help in that area (Carquinez Strait)? **L. Teague** replied that it is not an issue if you are going with the flood, but if you are not going with the flood, there is a fifty/fifty chance of problems occurring if you must stop the vessel in the strait. **Capt. L. Hereth** stated that there is one incident on the average per quarter or a 30% rate for the bridge successfully opening on request. The USCG will press for a better success rate. **Capt. L. Teague** added that **Mike Blackley's** letter of May 30th seemed to imply that commercial vessels should have better control. However, a moving ship has less control than a stationary object such as a bridge. **J. G. Stewart** requested a UPRR Bridge report for the September 2000 HSC meeting. **Capt. L. Hereth** said that he would have **David Sulouff** give a report.

J. Lundstrom informed the group that for five years the HSC has been trying to improve the response rate of the bridge. There is a great concern that vessels carrying hazardous materials often transit the strait. **L. Teague** added that in their letter dated 5-30-00, Union Pacific Railroad states that numerous times their bridge has been hit by commercial vessels. This is not entirely true. The bridge has been hit by pleasure craft and barges as well. **J. Lundstrom** replied that perhaps each incident should be placed in the record so as to determine how many vessels and what types of vessels actually hit the bridge.

CLEARING HOUSE REPORT, A. STEINBRUGGE There were no "possible violations" reported to OSPR in the month of July 2000. So far, there have been only three calls to OSPR this calendar year as contrasted to one per month in 1999. There were 68 tanker arrivals in July, which brings the year to an average of 60 per month. There were 280 deep draft vessel arrivals as opposed to 284 in 1999. The full report is made a part of these minutes.

OSPR REPORT, S. SCHAEFER **S. Schaefer** introduced himself to the meeting as the Acting Administrator for the Office of Spill Prevention and Response as of July 1, 2000. He extended a special thanks to the HSC for their commitment to safety issues in the SF Bay Region. OSPR is presently involved in several big issues. 1) They are in the process of conducting unannounced spill response drills throughout the region to test the readiness of different entities to handle a real spill situation. 2) OSPR is also working with an environmental specialist to pinpoint sensitive site strategies. 3) It was announced that an oil spill technical advisory committee would meet in Long Beach, California in October 2000. 4) **Bob Hight**, Director of the California Department of Fish and Game is working to appoint a new permanent director for OSPR.

NOAA REPORT, LCDR, M. GALLAGHER 1) There are three companies that publish electronic nautical charts. These are ProStar, MapTech and Thomas Reid. NOAA will publish Coast Pilot #7 (Pacific Coast edition) in October 2000. That will likely be the last one to be published by NOAA. After October, they will be prepared by NOAA, but published by a private firm. 2) Electronic charts #18649 and #18643 were recently published. Originally, these were to be published in 2001. 3) M. Gallagher will present a demonstration of Electronic Nautical Charts at the October HSC meeting at the Port of Oakland.

BCDC "BAY PLAN" REPORT, N. SALCEDO BCDC has completed a fifth draft of the Bay Plan (08-04-00). In last month's meeting discussion, there seemed to be a great deal of confusion regarding the intent of the plan. The goal of the plan is to update the BCDC plan, which has already been in place for some time. BCDC would like to take some of the HSC regulations and incorporate them into their plan. The latest draft clarifies BCDC's intent in the introduction as well as the conclusion of the plan. The following are some of the highlights of the Plan:

- ❖ Chapter 1 - traffic lanes
- ❖ Chapter 2 - clarification of casualty data
- ❖ Chapter 3 - international influences on the shipping industry in the Bay Area with added sections on the duties of the USCG COTP and VTS as well as sections on other organizations in the maritime industry.
- ❖ Chapter 4 - includes language to clarify the goals of BCDC with emphasis on working with other agencies.
- ❖ Chapter 5 - conclusion
- ❖ Chapter 6 - includes recommended findings and policies
 - a., b. & c. - background information on shipping
 - d. & e. - information on bridging and fendering
 - f. - background as well as guidance on navigational aids
 - g. - physical obstructions
 - h. - electronic information systems
 - i. - oil spill contingency plans
 - j. - recognizes the outstanding navigational safety record in SF Bay

Also included in this chapter is an update of existing policies as well as recommended language for keel clearance. The Recreation Section states the findings for sharing shipping lanes in SF Bay. It is felt that more education is needed for the operators of pleasure craft. The Transportation Section describes more traffic in SF Bay. The State of Fills Section warns of the deterioration of terminal foundations and recommends a prescribed inspection system to assure placement and maintenance of fills.

The public hearing on the proposed revision to the Plan has been moved to Thursday, October 5, 2000. BCDC seeks the endorsement of the HSC for the new policies and update to the Plan. The next BCDC mailing is scheduled for 08-25-00. The “comment” period will begin at that time. We would ask that comments and recommendations be submitted by no later than Friday, August 18th. **MOTION** by **M. Brown** seconded by **G. Lundeberg**, to refer the endorsement by the HSC to the September 2000 meeting agenda due to the fact that many HSC members had not yet had the chance to review the draft. The motion was passed without objection. **Kevin Mercier** of the State Lands Commission stated that State Lands had helped to make many of the recommendations in the draft Plan. He added that State Lands might have further suggestions after they take another look at the document. **Doug Lathrop**, Marine Consultant, stated that the concern was that the Plan appeared to duplicate the policies of other agencies. He wanted to take a look at the Fifth Revision. Question: Wouldn't it be simpler to say that BCDC will coordinate with other agencies? **Capt. L. Hereth** replied that first of all, an update of the existing Plan is a positive thing. However, the word “coordinating” can be used in any number of ways. Language is very important to alleviate confusion. The USCG legal department is going over the document for that very reason. The USCG cannot approve the revision until they understand the wording. **J. Lundstrom** added that further review couldn't help but strengthen and clarify the Fifth Revision. The HSC has until 09-14-00 to look over the document and decide. Question by **L. Teague**: Should we contact BCDC individually or should we submit suggestions as the collective HSC? **Will Travis** of the BCDC replied that the present draft would be changed by informal, individual comments. The new draft will be available on 08-25-00. After this date, the formal comment period will commence. At that time, we will ask for a formal statement from the HSC. Question by **M. Brown**: Are all the HSC members and alternates on the BCDC mailing list? **Nick Salcedo**: Yes.

NAVIGATION WORK GROUP REPORT, L. TEAGUE There has been no activity so there is no report at this time. **Captain Eric Dohm** of the SF Bar Pilots is working on electronic charts.

UNDERWATER ROCKS WORK GROUP REPORT, R. SMITH The Corps of Engineers has received five scopes or studies of the underwater rock removal. The hydrographic survey is ready to be awarded to one of the contractors who submitted a study. The next meeting of the Underwater Rocks Work Group will be at 1000 hours on Wednesday, September 6, 2000 at the Corps of Engineers offices located at 333 Market St., Suite 819B, San Francisco, CA.

HUMAN FACTORS WORK GROUP REPORT, S. MERRITT The work group has located a National Harbor Safety Committee web site. Our committee is invited to submit a micro site within this web site. It would contain the HSC charter, membership, minutes, calendar and a schedule of meetings. It could also be linked to the web site of the Marine Exchange. If the HSC would like to go forward with this idea, **S. Merritt** will further investigate the details on how exactly this would work.

PREVENTION THROUGH PEOPLE WORK GROUP, M. BROWN The next meeting of this work group will be on Wednesday, August 16, 2000 at the California State Lands Commission Northern Field Office at 725B Alfred Nobel Drive, Hercules, CA. A revision of Rule 9 is needed. The pamphlet is out of print. This work group would be happy to see to the revision.

TUG ESCORT WORK GROUP, G. HALLIN There are some tug boats that are coming up for bollard re-testing. However, SF Bay may not have a scale which can bollard pull test all the boats. We would have to borrow a scale from either Seattle or Los Angeles, which would run approximately \$1,000 per diem. A newly purchased scale would run approximately \$30,000. A stern pull only is now required. Cable Moore, Inc. has an 80-ton scale, which could do the job for most of the tugs. **A. Steinbrugge** added that this particular scale is available and is state certified. He will further investigate the use of this scale.

PORTS WORK GROUP REPORT, A. STEINBRUGGE The PORTS Program has obtained funding for the next two years and possible funding for the next five years. On the operations end, there will be a deployment of a new current meter in Benicia.

OLD BUSINESS 1) **J. G. Stewart** introduced **Randy Rogers** from the Maritime Administration. He has copies of the MTS Report from the July meeting as well as the Marad Annual Report from last year. If anyone is interested, please contact **Randy Rogers**. 2) It is important to emphasize the need for optimum performance in the working of the Union Pacific Railroad Bridge. We will look to **D. Sulouff** to bring periodic reports. There is scheduled dredging in the area next year and this may affect the performance rate of the bridge. 3) **T. Mar** of OSPR reported that his office is receiving applications for a representative on the HSC from the ferry industry. He will report any findings. 4) **A. Steinbrugge** reminded the committee that due to a move of the offices of the Port of San Francisco, there would be a conflict of venue for the November 2000 meeting. If the committee chooses, the November meeting could be held at the Port of Oakland. The committee agreed without objection. The meeting venues will run as follows: September -

Port of Richmond, October - Port of Oakland, November - Port of Oakland, December - Port of Richmond, January 2001 - Port of Oakland and February - Port of San Francisco.

NEW BUSINESS 1) There was a reminder of the California State Lands Commission sponsored *Prevention First 2000* symposium and technology exhibition to be held on August 29-30, 2000 at the Westin Long Beach Hotel in Long Beach, California. All the tech booths are sold out. **Kevin Mercier** of State Lands will speak on ballast water issues and marine terminal regulations. 2) The State Lands Commission is seeking “cease and desist” authority from the State for suspected oil spills. The bill (SB2181) has passed in the Senate and will now go to the Assembly. It would give the Commission the authority to enforce a “cease and desist” action upon suspected oil spills at marine terminals. This bill also allows the Administrator to put a State Lands Commission representative on the HSC. 3) The “near-miss reporting system” funds have not yet been allocated. State Lands will move forward with this proposal, but it looks as if it will not move as fast as first anticipated.

The next meeting of the Harbor Safety Committee will be held at 1000 hours on Thursday, September 14th at the Harbor Master’s Office, Port of Richmond, California.

MOTION by **J. Lundstrom**, seconded by **M. Brown** to adjourn the meeting. The meeting was adjourned without objection at 1125 hours.

Respectfully submitted,

Terry Hunter
Executive Secretary