

MINUTES

HARBOR SAFETY COMMITTEE OF THE AF BAY REGION

Thursday, August 9, 2001

Port of San Francisco, Pier One, San Francisco, CA

Grant Stewart of American Ship Management, Chair called the public meeting to order at 10:10 A.M. and welcomes those in attendance. The secretariat confirmed the presence of a quorum. The following committee members or alternates were in attendance. **Len Cardoza**, Port of Oakland, **Nancy Pagan**, Port of Benicia, **John Davey**, Port of San Francisco, **Brian Dorsch**, Chevron Shipping Company, **Stu McRobbie**, SeaRiver Maritime, Inc., **Fred Henning**, (alternate for Scott Merritt), Baydelta Maritime, **Michael (Mik) Beatie**, Golden Gate Bridge District, Ferry Division, **Margot Brown**, National Boating Federation, **Captain Larry Teague**, San Francisco Bar Pilots, **Captain Margaret Reasoner**, Crowley Maritime, and **Joan Lundstrom**, Bay Conservation and Development Commission. U. S. Coast Guard representatives, **Captain Larry Hereth**, Marine Safety Office, and **CDR David Kranking**, Vessel Traffic Service. Also present were U. S. Army Corps of Engineers representatives **David Dwinell** and **Cynthia Nielsen**; OSPR representative **Al Storm** and Marine Exchange/Clearinghouse representative, **Captain Lynn Korwatch**. And finally, more than thirty representatives of the interested public were present.

The following corrections were made to the minutes of the 7-12-01 meeting. **Margot Brown**: P. 1. Note that the meeting started at 10:05 A.M., not 9:05 A.M. as printed. P. 4, fourth line from the bottom, "Chris Williams, MSO," should read, "**LCDR Kristin Williams**." MOTION by **M. Brown**, seconded by **Joan Lundstrom**, "to approve the minutes of the 7-12-01 meeting as corrected." The motion was passed unanimously.

In his opening remarks, the Chair welcomed the new Administrator of the Office of Spill Prevention and Response, **Harlan Henderson**, as well as the senior staff at OSPR (**Al Storm**, **Bud Leland**, **Scott Schaefer** and **Ted Mar**). Secondly, the Chair brought to the attention of the committee and all present a pamphlet from **Lilli Ferguson** and the California Coastal Commission announcing the 17th Annual Coastal Cleanup Day to be held Saturday, September 15, 2001 from 0900-1200 to be held at various locations along the California Coast as well as a number in inland sites. For more information, see the pamphlet or visit www.coastal.ca.gov.

COAST GUARD COTP'S REPORT, Captain Larry Hereth. A written report of port operations statistics for pollution response and investigations and significant port safety events for the period July 1, 2001 through July 31, 2001 will be made a part of these minutes. 1) Significant events include a fishing vessel that broke up at sea, dumping 700 gallons of diesel fuel. The vessel was well out to sea. There is no environmental impact. Also, reported was a vessel in Coos Bay, Oregon that dumped a large quantity of fuel. The incident is well north of our location and has not caused an impact in this district. However, the CG is keeping an eye on it. 2) On 09, 12-19 July, the MSO Container Inspection Branch conducted a pre-offload inspection and supervised the safe offload of 2.4 million pounds of class 1 explosives off the M/V MAERSK ALASKA at the Army's MOTCO terminal in Concord, CA. 3) The MSO is in the process of evaluating the Offshore Anchorage use. Recently, the usage has been averaging two tank vessels per week due to congestion at the terminals. 4) The Calboat Safety brochure is still in the works. 5) There will be a prep-ex exercise at Diamond Shamrock in the near future.

The report was turned over to **CDR David Kranking**. 1) Union Pacific Railroad Bridge: On July 18, 2001, new procedures for communications protocol were implemented at the UPRR Bridge. There was good compliance with the new phraseology as well as a clear establishment of time to open the bridge to vessel traffic. 2) The VTS Transview system, which works by ricochet wireless modem went down on August 8, 2001 due to the fact that the wireless provider went out of business rather quickly. Data from vessels with transponders and PORTS data are still available. The USCG Is presently looking into how to get the USCG information back on display. 3) LCDR Chris Smith has been reassigned. Taking his place is **LCDR Darryl Cunningham** who comes to the Bay Area from Washington, DC where he was working in the USCG Reserve Program.

Question from **Margaret Reasoner**. Is there a provision for the new communications protocol for the UPRR Bridge to be printed in the *Notice to Mariners*? Reply: Not at this time. There has been ongoing training between VTS and the staff at the UPRR Bridge. **Captain Ray Shipway** of the International Organization of Masters, Mates and Pilots is disseminating the new protocol to the tugboat community.

CLEARINGHOUSE REPORT, A. Steinbrugge. 1) A written report with statistics for the month of July, 2001 will be made a part of these minutes. There were no calls to OSPR during the month of July. In Y2000 there were five calls. **L. Korwatch** added that there were no reports of vessel masters unfamiliar with escort procedures and/or lacking documentation.

OSPR REPORT, A. Storm. 1) **A. Storm** introduced the new Administrator for OSPR, **Harlan Henderson**, who stated that he was pleased to be back in California and was setting well into his new position. He added that he had worked with many members of the Committee before while he was in assignment as the USCG COTP and was looking forward to working closely with the HSC, a valued asset to the SF Bay Area. 2) **H. Henderson** swore in **Alan Miciano** of General Steamship Corporation as a dry cargo operators alternate for **Grant Stewart**. 3) **A. Storm** reported that the Tug Escort Regulations package was still in review at the OAL. On 8-20-01, this office should pass the regulations or will recommend corrections. If the latter case happens, then there will be another 15-day public notice period before the regulations are released. 4) OSPR is still on the lookout for an environmental representative to the Committee. **A. Storm** has contacted Dr. Scott Newman of the All Wildlife Network. Dr. Newman is considering the position. **A. Storm** welcomed any recommendations for this position from the Committee.

NOAA REPORT. There was no report this month due to the absence of LCDR Mike Gallagher.

ACOE REPORT, D. Dwinell. 1) **D. Dwinell** apologized to the Committee for misspelling ACOE representative Cynthia Nielsen's name in last month's report. The corrected spelling of her name along with a contact number is included in the ACOE's written report. 2) The written ACOE report, which was submitted orally, will be made a part of these minutes. 3) Of significance is the ongoing shoaling in the Suisun Bay Channel. A recent hydrographic survey shows unacceptable shoaling in the channel. The USCG was notified on July 17, 2001. The Corps is in the process of awarding an emergency dredging contract. At present, the survey shows that the channel is shoaling about a foot per month. The Corps plans to dredge below dredge depth and some of the area outside of the channel to prolong the time between dredges. Question by **L. Cardoza**: Were regulatory issues considered for dredging outside of the channel? Reply: The Corps does not anticipate any problems about additional dredging from federal agencies. 4) The dredging for the Larkspur Ferry Channel has been delayed due to equipment problems experienced by the contractor McAmis of Chico. However, the dredging should proceed any day now. Question by **M. Beatie**: Will the delay affect the dredge project in this area? Reply: If there is too much of a delay, the Corps must move onto the next project near Alcatraz Island. However, it looks as if they will be able to get underway at Larkspur soon.

NAVIGATION WORK GROUP REPORT, L. Teague. L. Teague had nothing to report and turned the floor over to **Captain Eric Dohm**, his alternate on the HSC. **E. Dohm** reported that he is still working with M. Gallagher of NOAA to improve the electronic charts for the Bay. He further reported that the boundaries for Anchorages 8 and 9 have been extended to make room for more vessels and maneuverability in those anchorages.

UNDERWATER ROCKS WORK GROUP REPORT, L. Cardoza. A written report of the work group's activities will be made a part of these minutes. 1)The 50 Foot Project for Oakland Harbor is ready to go. The first phase will be the widening of the Oakland Turning Basin from 1200' to 1500'. 2) On August 7, 2001, the work group met and discussed the status of the ACOE's Feasibility Study for rock removal. The work group has scheduled a meeting for September 11, 2001 at the State Lands offices in Hercules. Representatives from the fishing industry have been invited to this meeting. Here they will address fishery and wildlife concerns regarding rock removal. Included in these concerns are the following:

- ~ Wildlife use of the rocks, both directly (attached to the rocks) and indirectly (using the rocks for foraging or refugia and the impact on residential and seasonal (migratory) patterns of species.
- ~ A general discussion for the mitigation of rocks removal including "enhancing" rocky habitat elsewhere.
- ~ Collection of data on fisheries using the rocks and canvassing sport and commercial fishermen in addition to doing survey trawls.
- ~ Risk assessment (probability and magnitude of oil spill risk to wildlife)
- ~ Hydrodynamics (impact of rock removal on currents and sediment transport)

FERRY OPERATORS WORK GROUP REPORT, N. Pagan. There is no report at this time. **M. Beatie** added, however, that the Bay Area Ferry Operators met aboard the new high-speed ferry Mendocino where they discussed locations in which to post signs for ferries as a part of wake management. This organization also wishes to work with **M. Brown** and recreational boaters regarding wake management. The group will meet monthly and a report will be submitted to **N. Pagan**.

HUMAN FACTORS WORK GROUP. No report.

PREVENTION THROUGH PEOPLE WORK GROUP REPORT, M. Brown.

There was a meeting of the work group scheduled for August 21, 2001. However, due to a conflicting meeting, the group will now meet on August 23, 2001 as usual at the State Lands Commission offices in Hercules. **M. Brown** displayed a working mock up of the proposed brochure that would cite common points in the Bay Area for the recreational boater. The finished product will be most likely be presented at the September or October HSC meeting. After a review, a vote by the Committee will be scheduled.

TUG ESCORT WORK GROUP REPORT, J. Lundstrom. A meeting of this work group will be scheduled most likely at the end of August 2001. All will be advised as to the date. The tentative plan is for the work group to review tug regulations, either as a whole or parts suggested by the work group. **J. Lundstrom** invited input and participation from the Committee.

PORTS REPORT, A. Steinbrugge. The PORTS system is running well. However, the Benicia censor is still on its side in the channel. Fixing this problem is contingent on future funding for PORTS. There will not be any salinity meters in the near future in order to save on costs until long-term funding for the program can be found.

The report was turned over to **L. Korwatch** who reported on the search for long-term funding. She met with **Harlan Henderson** of OSPR and **Ray Tsuneyoshi** of the Department of Boating and Waterways who expressed that the PORTS program was a valuable tool for the maritime industry. A study of the PORTS system was proposed to illustrate its value, particularly the Benicia meter readings. At present, the MX is rationing what funding is left for the program. The MX will try to keep the program going for a couple of more months, but costs prohibit extending the program any further without additional funding. The MX has reported OSPR and Boating and Waterways on funding that will be needed to keep the program going, however, they are aware that these organizations must look at all of their programs and prioritize. **L. Teague** commented that it was important to continue the pressure for more funding as the PORTS program is an important tool for navigation and safety purposes.

BCI TASKFORCE REPORT, Rick Holly (OSPR). The purposes of the study is to assess the vessel traffic patterns along the West Coast as well as tugboat patterns in order to devise a program where in the case of a vessel casualty on coastal waters, a tugboat could be dispatched to assist. The study includes vessel types, traffic patterns for each type, and traffic trends including the number of vessels transiting the area. Also included

would be a tugboat assist model which would include characteristics, the number of assist vessels in a given area and the time it would take for an assist vessel to get to a distressed vessel. Weather conditions and extreme conditions will also be under consideration. The time it would take for a disabled vessel to go aground is another important factor to be considered.

Data has been gathered on weather, distance from shore, historical casualties and a matrix has been devised that rates the high-risk areas. The task force asks if we should put vessels further offshore? Should more assist tugs be available? Question to the Harbor safety Committee: Does the Committee have any suggestions for further study for the task force? Any suggestions that would improve safety will be gratefully considered. The next meeting of the BCI Taskforce will be in San Diego on October 2 & 3, 2001 at the Hubbs Institute. Sub-committees for the task force include the Tug Availability Committee and the Historical Factor Committee. **John Berge** of the Pacific Merchant Shipping Association stated that their organization is an active member of the task force as are government agencies, shippers, carriers and tugboat companies. All are welcome to participate.

OLD BUSINESS. 1) On August 21, 2001, there will be another meeting regarding the Marine Transportation System at Gresham Hall on Coast Guard Island, Alameda from 0900-1200. All are welcome to attend. 2) **Nick Salcedo** of BCDC announced that there has been final approval of the updated BCDC Bay Plan. The approval was unanimous. The process has taken one year and **N. Salcedo** thanked all agencies and individuals who helped in defining the wording of the update.

NEW BUSINESS. 1) **Lilli Ferguson** reminded those present to take a pamphlet regarding the Coastal Cleanup Day on September 15, 2001 and urged everyone's participation in the important annual event. 2) **Scott Schaefer** of OSPR informed the Committee of two important pieces of legislation. One is AB715 which would allow Fish and Game to regulate OSROS and includes a provision to add new representatives to harbor safety committees as needed. Secondly, there is SB849 which would authorize the Administrator to increase funding from 4 cents per barrel to 6 cents per barrel. There is also a proposal to create fees for non-tank vessels. Currently, fees are collected from tank vessels. 3) **M. Beatie** announced that the new high-speed ferryboat *Mendocino* is now going through training exercises for the crew and will be put into bay service on September 10, 2001. Two more high-speed ferries are currently in construction.

It was announced that a reception for **Harlan Henderson**, Administrator of OSPR will be held at 1200 this day at the offices of the San Francisco Bar Pilots at Pier 9 to welcome him back to California.

The next meeting of the HSC will be held at 1000 hours at the Harbormaster's office at the Port of Richmond on September 13, 2001.

MOTION by **L. Teague**, seconded by **J. Lundstrom** to adjourn the meeting. The motion was passed and the meeting was adjourned at 1128 hours without objection.

Respectfully submitted,

Captain Lynn Korwatch
Executive Secretary