

**Minutes of the Harbor Safety Committee of the San Francisco Bay Region
9:30 a.m., Thursday, September 9, 1993
Port of Richmond, Marina Bay Boathouse, 2580 Spinnaker Way, Richmond**

1. The meeting was called to order by Vice-Chairman Ann Notthoff at 9:40 a.m. The following committee members or alternates were in attendance: Alex Krygsman, Port of Stockton; Roger Peters, Port of San Francisco; Dwight Koops, Exxon Shipping; Carl Bowler, San Francisco Bar Pilots; Joan Lundstrom, San Francisco Bay Conservation and Development Commission; James Mes, Transmarine Navigation Corp.; Ann Notthoff, National Resource Defense Council; Mary McMillan, Westar Marine; Bob Clinton, Harbor Tug and Barge Company; and federal government representatives, Captain J.M. MacDonald, Captain Pete Dolan and Chief Steve Attaway, U.S. Coast Guard. Also in attendance were Bud Leland and Bob Sands, OSPR.
2. Terry Hunter, Marine Exchange, confirmed that a quorum was present.
3. **Minutes of June 12, 1993 Meeting:** D. Koops amended Item 25 of the minutes to read: "on behalf of industry". Motion made by D. Koops, seconded by C. Bowler, to adopt the minutes as corrected. Motion passed.
4. **Captain of the Port's Report:** Captain J.M. MacDonald reported 48 spill incidents occurred since the last Harbor Safety Committee meeting, of which 11 incidents involved deep draft vessels. Several significant spills occurred which involved hazmat releases, most notably a release of 7,000 gallons of liquid propane at Treasure Island. The Captain announced the next Planning Area Committee meeting for September 14, 1993, 0930, at Coast Guard Island. The committee would discuss the next phase of the area oil spill response plan, the unified command system, and oil spill exercises.

He stated that tanker operators must now operate in conformance with contingency plans submitted by August, 1993. The Coast Guard is working with operators on upgrading the plans. The Coast Guard is also soliciting participants representing various industry, fishing and recreational interests to participate on a national level in developing various Coast Guard policies and regulations. Fleet Week (October 8-10) will affect deep draft shipping as part of the Bay will be closed for a parade of ships during the weekend. A Local Notice to Mariners will give the details of this temporary closure. Captain Dolan of VTS reported that upgrading of the Bay VTS system has begun; the project will be complete by October, 1994.
5. **OSPR Report:** Bud Leland reported the following: The state intends to incorporate federal area response plans into the state response plan by January, 1994. OSPR is considering forming a Monterey Bay Harbor Safety Committee, but state legislation is necessary to form such a committee. OSPR has extended the comment period on its Pilotage Report until October 15. \$75,000 has been allocated to the Marine Exchange to handle a consultant contract for additional study of Tug Escort subcommittee issues.
6. **Clearinghouse Report.** Alan Steinbrugge of the Marine Exchange reported that no obvious violations to the tug escort regulations had occurred. All tug boats in the Bay have now been tested for bollard pull. The Marine Exchange is monitoring inter-Bay moves and notifying OSPR of any discrepancies. Bud Leland of OSPR agreed to report any violations of tug escort regulations to the Harbor Safety Committee as part of its regular monthly report to the committee. In response to a query

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from J. Lundstrom, Alan Steinbrugge stated that procedures for the Marine Exchange to report tug escort violations to OSPR were working well. B. Sands said that OSPR is working on defining hazardous cargoes that would be subject to regulation but that the definition of hazardous materials is complex.

7. **1993 Review of Harbor Safety Plan.** As mandated by SB 2040, the Harbor Safety Committee is to annually review the Harbor Safety Plan which was adopted August, 1992. The Committee reviewed a draft of the updated plan which responded to previous comments by the OSPR Administrator, updated the status of prior recommendations, and made additional recommendations to strengthen the plan. J. Lundstrom of the Plan Subcommittee stated that the chairmen of the various subcommittees for the plan participated in the review along with other committee members and representatives of the Coast Guard.

The Harbor Safety Committee had previously accepted sections on Pilotage, Underkeel Clearance, and Competitive Aspects of the Plan. J. Lundstrom and C. Bowler outlined several proposed amendments to several recommendations on PORTS, NOAA surveys and charts and dredging near the Richmond-San Rafael Bridge. C. Bowler, representing the San Francisco Bar Pilots, emphasized the purpose of the amendments is to reemphasize the importance of accurate and timely tide and current data and surveys in the Bay. The Committee voted unanimously as follows:

- A. Krygsman moved, C. Bowler seconded to amend Recommendation 3. Carried.
- A. Krygsman moved, C. Bowler seconded to amend Recommendation 6. Carried.
- A. Krygsman moved, C. Bowler seconded to amend Recommendation 8. Carried.

After discussing the remainder of the annual review, A. Krygsman moved, R. Peters seconded to accept the plan and send the document to OSPR by the October 1 deadline. Carried. J. Lundstrom thanked all those who worked on the update. A copy of the review and its appendices will be available at the next Harbor Safety Committee meeting.

8. C. Bowler announced there was a video prepared in cooperation with the Bar Pilots of the capabilities of racon devices in foggy situations. He suggested that after the meeting was adjourned, those who wished to see the video could stay and ask questions. The video was taken of the approach to the Richmond-San Rafael Bridge in dense fog.

9. **Next Meeting.** The next full committee meeting will be held at the Port of Oakland on October 14, 1993 at 0930.

10. **Adjournment.** The meeting was adjourned at 1130.

Respectfully submitted,



Terry Hunter
Executive Secretary