

DRAFT MINUTES

HARBOR SAFETY COMMITTEE OF THE SF BAY REGION

Thursday, September 13, 2001

Port of Richmond Harbor Master's Office, 1340 Marina Way, Richmond, CA

Grant Stewart of American Ship Management, Chair called the public meeting to order at 10:05 and welcomed 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; **John Davey**, Port of San Francisco; **Tom Wilson**, Port of Richmond; **Brian Dorsch**, Chevron Shipping Company; **Stuart McRobbie**, SeaRiver Maritime, Inc.; **Don Watters**, CSX Lines; **Scott Merritt**, Foss Maritime; **Michael Beatie**, Golden Gate Bridge District, Ferry Division; **Margot Brown**, National Boating Federation; **Larry Teague**, San Francisco Bar Pilots; **Margaret Reasoner**, Crowley Maritime; **Marine Secchitano**, Inlandboatman's Union of the Pacific; **Nick Salcedo** (alternate for Joan Lundstrom), Bay Conservation and Development Commission; and **Kathryn Zagzebski**, Marine Mammal Center. Also present were U. S. Coast Guard representative, David Kranking (VTS); U. S. Army Corps of Engineers representative, **David Dwinell**; OSPR representative, **Al Storm**; NOAA representative, **Michael Gallagher**; Marine Exchange/Clearinghouse representative, **Lynn Korwatch**, and California Coastal Commission representative **Lilli Ferguson**. In addition, more than forty representatives of the interested public were present.

In opening remarks, the Chair requested that those assembled stand for a moment of silence in honor of the victims of the attack on the World Trade Center.

The following corrections were made to the minutes of the 8-9-01 meeting. **M. Brown**: P. 5, l. 2, in the PORTS report, the word "censor" should be replaced with "sensor". **A. Storm**: P. 3, OSPR Report, paragraph 1, "All Wildlife Network" should be corrected to read "Oil Wildlife Network. P. 5, last heading, "BCI" should be corrected to read "BC States Task Force". The same correction should be made again on P. 6. **L. Cardoza**: P. 4, Underwater Rocks Work Group Report, l. 6, should indicate that representatives from the fishing industry attended the 8-7-01 meeting where the issues listed were addressed. MOTION by **L. Teague**, seconded by **M. Brown**, "to approve the minutes of the 8-9-01 meeting as corrected." The motion passed unanimously.

USCG COTP'S REPORT, D. Kranking for L. Hereth. Coast Guard activity associated with the WTC attack kept the COTP from attending. (1) A written report of port operations statistics for pollution response and investigations and significant port safety events for the period August 1, 2001 through August 31, 2001 will be submitted in writing to be made a part of these minutes. (2) Current Security Measures. **D. Kranking** did not have information on the extent of the USCG MSO boarding program, but provided some details. The COTP order establishes the security zone 12 miles out. At this point only inbound vessels are affected. Departing vessels have transited without restrictions. Normal intra-bay traffic continues with on-going communication with the office of the COTP for heightened awareness. A USCG cutter is now on scene, but prior to its arrival SF MSO vessels were used. All inbound vessels are being boarded, taking about 1-2 hours per inspection. USCG is working with the pilots. The pilot boards with the boarding team or afterwards. This hasn't led to stacking up of vessels to date—

arrivals are being scheduled to provide minimum delay. As vessels check in, VTS prioritizes them into a queue for boarding. The list is provided to MSO on a spreadsheet that is posted on the MSO website. Priority is based on scheduled arrival time and when the vessel checks into VTS. When vessels arrive at the same time, priority is given to the vessel headed to berth over the vessel bound to anchorage, working with the pilot to accommodate vessels with tide-critical arrivals. Tugs with tows are subject to the same scrutiny, but not necessarily all are boarded.

Question: How many boarding teams are there? Prior to the arrival of the cutter, one boarding was conducted at a time. In LA there are seven teams. The SF COTP has three teams of two on the cutter that can conduct boardings around the clock. The comfort level of the cutter master will determine if multiple boardings are conducted simultaneously. A half a dozen cutter personnel accompany each MSO team. The CG will try to keep the flow going as smoothly as possible, 24 hours a day. Question: How can owner/operators make it easier? **D. Kranking**: Avoid ships all arriving at the same time. It is likely that stacking up will occur over the weekend. Question: Will providing a list of cruise ship passengers and crew help speed up the process? **D. Kranking** would imagine yes, but will check with MSO. Question: Will providing vessel certificates help. **D. Kranking** will get answers to all these questions before end of meeting. Question: Will ocean-going barges be treated the same as any inbound vessel? **D. Kranking**: Yes, if they are carrying as cargo oil, chemicals, etc. A crane barge or mud scow will pass by the cutter for verification of the load.

Perhaps the CG can provide a list of what the master should have ready. Question: Is there a central e-mail at MSO for questions? **D. Kranking** will provide before end of meeting. **P. McIsaac**, San Francisco Bar Pilots, complimented the CG and **L. Hereth**. Since Tuesday, they have kept commerce moving while doing a difficult job. There are concerns about the offshore area where vessels are operating without a pilot. **D. Kranking**: The precautionary area should be free of vessels except the cutter and vessel being boarded, with outbound vessels transiting through. Vessels offshore should have a pilot on board ASAP to address these safety concerns. Question: Have safety zones been established around terminals? **D. Kranking**: None have been established by the CG, but there are bay patrols. Question: Is there a central number to call if someone is alarmed? The MSO Command Duty Officer can be reached 24-hours a day at 510-437-3073. The CG will continue to use the MX to disseminate information. Question: Will there be more customs or immigration boardings? Customs Representative: Customs office has been closed since Tuesday and staff is being deployed to the northern border. Working without normal staff and at the highest alert level, Customs is trying to ensure that freight is moving as quickly as possible, but delays should be expected. It's possible that things will be back to normal by next week.

(3) VTS can now patch a vessel on one channel to another vessel on a different channel. (4) Ricochet, the provider for the satellite system that supported Transview, has gone out of business. Facilities can use dial-up internet connections but vessels at sea are down. Alternate technology is being tested. (5) **D. Kranking** played a recording taken by VTS on 7-31-01. A disabled sailboat anchored in the Stockton Channel and dead in the water was trying to raise the approaching tanker. The recorded conversations demonstrated the need for education and the

work of the Prevention through People Work Group. The sail vessel tried calling the tanker on channel 16. Vessels in VTS jurisdiction are not required to monitor 16. Even had the tanker been monitoring 16, there were no geographical references from the sailing vessel to pin down its location.

CLEARINGHOUSE REPORT, A. Steinbrugge. (1) A written report with statistics for the month of August, 2001 will be made a part of these minutes. There were three calls to OSPR during the month of August. This included a tug and barge going to an upriver berth failing to report, although the escort had checked in. There have been a total of six calls to date in 2001, versus five calls in 2000. There was one call from a pilot to report the arrival of a vessel without escort paperwork. The form was faxed to the vessel. (2) L. Korwatch announced that Mary Kiefer had left the MX and has been replaced by Bruce McBride. The MX e-mail address is mail@sfmtx.org.

OSPR REPORT, A. Storm. (1) A. Storm swore in new environmental representative, **Kathryn Zagzebski**, Marine Mammal Center. (2) **Rick Holly**, Supervisor of Field Operations, reported that field operations representatives will participate with in COTP in LA, Immigration and Naturalization Service and Customs, doing inspections and boardings at the direction of the COTP. (3) **Joy Lavin Jones** reports that the OAL has approved the new language and changes to the Tug Escort Regulations. Following a thirty-day phasing in period, they will be in effect 10-4-01. The new language will be on the OSPR website at www.ospr.dfg.ca.gov by next week. All the current regulations can be found on the same page.

NOAA Report, M. Gallagher. (1) The NOAA survey team will be in the Bay Area another six weeks. They have done northeast Alcatraz, east of Islais Creek, the proposed Avon Turning Basin and small areas west of Pt. San Pablo and at the Port of Richmond. NOAA has shared the data with the pilots. Anyone who would like to see the preliminary survey data or who has specific survey or side-scan-sonar work requests should contact **M. Gallagher**. (2) NOAA is producing seven vector navigation charts for this region: 18645, 18649, 18650, 18653, 18654, 18655 and 18657. They are still prototypes and weekly corrections and updates are not available yet. They can be downloaded at no cost from the NOAA website at <http://chartmaker.ncd.noaa.gov/mcd/enc/download.htm>. Please forward any comments on the vector format to **M. Gallagher**.

COE REPORT, D. Dwinell. The text of the COE Report is made a part of these minutes. Question: When is completion projected for the Oakland Inner Harbor/Outer Harbor 42' project? **D. Dwinell**: Two to three months. **L. Cardoza** noted that work has concentrated in the area across the middle harbor and expressed concern that the COE has not approved advance maintenance. **M. Beatie** referred to the Larkspur Channel work and noted that the window is narrowing in the Alcatraz disposal area. **D. Dwinell**: The capacity will be increased next month. **L. Cardoza** encouraged the filling of the vacant regulatory position because a lack of staff is backing up projects. **D. Dwinell** responded that the COE is working to fill the spot. Question: When will work start in Bullshead Channel? **D. Dwinell**: On 9-17-01 and take about fifteen

days to complete. Question: Who is the contractor for the Rock Removal Project oil spill model? Applied Science Associates.

NAVIGATION WORK GROUP REPORT, L. Teague. **L. Teague** stated that the pilots have seen tremendous advances since the formation of the Harbor Safety Committee working groups, with special thanks to **Eric Dohm** for his work. **E. Dohm:** The goal was to improve the general relationship with the COE and to get the fastest delivery possible of survey information in a useable format. The problem was that the COE was not aware of why this was needed. **E. Dohm** met two weeks ago with **Col. Timothy O'Rourke** from the COE, **L. Hereth** and **M. Gallagher** to develop a final product. Having all agencies working together was a wonderful thing. Electronic charting has provided quick receipt of the information and the COE is putting in the time and effort to do colored electronically transmitted charts. The pilots are getting the software to overlay the COE charts on vector charts and have purchased the equipment to print them. The COE will now share electronic information with other users, such as tankers. See **E. Dohm** for contacts. **E. Dohm** concluded that the COE should be complimented for the good working relationship that has developed.

UNDERWATER ROCKS WORK GROUP REPORT, L. Cardoza. The 9-11-01 meeting was postponed and has not been rescheduled yet. There will be a full report next meeting.

FERRY OPERATORS WORK GROUP REPORT, M. Beatie. A meeting is scheduled for 9-18-01 to discuss signs and wake wash problems. The group will meet with the Prevention through People Work Group on 9-20-01.

HUMAN FACTORS WORK GROUP, D. Watters. The pamphlet on steering and propulsion failures has been completed. A meeting will be scheduled to determine the best ways to get it to ships.

PREVENTION THROUGH PEOPLE WORK GROUP REPORT, M. Brown. (1) The Department of Boating and Waterways agreed to print 10,000 copies of *Your Guide to Recreational Vessel Marine Communications*, which the work group completed a year ago. (2) The guide to marine geography and facility names in the San Francisco Bay Area, *Where the Heck is Collinsville?*, has been completed. **M. Brown** expressed gratitude to **Sean Kelly** (VTS), **L. Teague**, and **Nick Salsedo** of BCDC, who did yeoman work getting the brochure into print. The Tide Book Company of San Francisco hopes to print it in the next ten days, if approved by the HSC at this meeting. See **M. Brown** with minor changes. This is a living document because the names of facilities on the bay are always changing and the intent is to update it every year or two. It will be on the MX and VTS websites as soon as possible after approval. Question: Why is nothing south of San Mateo Bridge included? **L. Teague:** The group tried to address most/all of the areas in the bay. The main purpose of the brochure was to let recreational and fishing vessels know where large commercial vessels are referring to in communications. There's only one destination in Redwood City. The goal was to keep the overall size of the brochure so that it could be printed economically and keep the maps and text large enough to read. **J. Davey** noted that the map of the Port of San Francisco doesn't have Pier 5 and Pier 34 was just removed. The

brochure leaves off a significant portion of port property used by commercial traffic to the shipyards at Piers 80 – 90/96. **L. Teague** responded that the group looked at keeping a northern orientation for easy reference by recreational and fishing vessels. The oil terminals have made more recent changes that the recreational boater may not know. The line had to be drawn somewhere to keep the brochure a convenient size. The important thing was to include terms/names frequently used by commercial vessels which recreational boaters, commercial fishing boats and charter boats may not know. **L. Ferguson** noted that the brochure credit listing **Lew VanDeMark** should indicate that he is associated with the California Coastal Commission. The chair complimented the group on their work and encouraged them to keep working. Motion by **M. Secchitano**, seconded by **M. Beatie**, “to approve publication of the brochure as presented with corrections to names of Port of San Francisco piers and credit to the California Coastal Commission. (3) The National Boating Federation has produced a brochure under a grant from the USCG on why a cell phone shouldn’t be the recreational boater’s only source of communication. It doesn’t include references to channels 13 and 14 because it’s designed for national distribution. See **M. Brown** for copies.

TUG ESCORT WORK GROUP REPORT. J. Lundstrom was unable to attend the meeting. Her written report on the 8-28-01 work group meeting was distributed. The group discussed the HSC recommendation for legislation to require tug escorts for vessels carrying chemicals. The group felt that this is still an issue of concern and has agendaed further discussion to define “dangerous cargo” rather than chemical cargo; define “sufficient quantities”; discuss maintenance standards, steering and propulsion failures for this category of vessel; and discuss the economic effect if tug escorting were mandatory. This topic is scheduled for discussion at the next work group meeting. The group also agreed that, since the SF Tug Escort Regulations have been in effect for a number of years, some topics might be further reviewed at this time. Those issues include: standards for full redundancy, fittings on tankers, review of the *Glosten Study for Matching Tugs and Tankers*, and the scope of the work of the Clearinghouse. The next meeting is scheduled for 10-2-01 at the State lands Commission Office in Hercules.

PORTS REPORT, A. Steinbrugge. The PORTS system is running well. There are still no current or salinity meters in Benicia. There is nothing new to report regarding funding. **L. Korwatch** suggested a survey of users. The Prevention through People Work Group has considerable experience writing questionnaires and could be charged with constructing such a survey to provide a better argument for state funding. **L. Korwatch** will assist. **Jerry Karr**, Valero Refining Company, noted that he is surprised how few people are aware of PORTS. In conjunction with the survey, a system should be developed to get the word out about the existence of PORTS. Question: Does the website count hits and, if it does, can it ask who the user is? **A. Steinbrugge**: Yes, it counts. Earlier in the history of the site, when it was being maintained by NOAA, there was a question about the user. A question about the user also was on the PORTS phone system for a period of time and could be added back in. **A. Steinbrugge** will investigate and report back to the committee. **M. Gallagher**: Currently, NOAA is collecting numbers, but not who is getting the information, what information is being accessed, or how it is being used. It was suggested that PORTS be put forward as part of the Marine Transportation System initiative.

OLD BUSINESS. D. Kranking reported on questions raised during the earlier discussion of the CG vessel boarding program. The boarding queue is included on the MSO website at www.uscg.mil/D11/MSOSF along with port news. Regarding boarding specifics, contact Chief Warrant Officer, **Paul Martin** at 510-437-3088, fax number 510-437-3072. Documents that would be useful if provided in advance include a crew list with nationalities and dangerous cargo/goods manifest. Regarding cruise ship arrivals, MSO will get back to Inchcape today to discuss. It would be helpful to have, in advance, a list of those passengers that boarded at the last port of call in Canada.

NEW BUSINESS. (1) **A. Steinbrugge** reported that he will be asking the ports for room reservations for 2002 meetings. (2) **J. Davey** reported that arrangements for Fleet Week, scheduled for October 5-10, are proceeding but the event may be canceled. (3) Customs mans a 24-hour command center at SFO, 650-876-2812. (4) Question from Inchcape representative: Regarding cruise ships to Monterey, will they be required to take a bar pilot and where can the relevant regulations be found? **Peter McIsaac**, San Francisco Bar Pilots: This is being addressed by the State Pilot Commission now. **P. McIsaac** will get together with Inchcape. **Ray Paetzold**, legal counsel for the Pilot Commission, reported that a meeting is scheduled for 9-19-01 to look at proposed regulations. The Commission can be reached at 415-397-2253.

The next meeting of the HSC will be held at 1000 hours at the Port of Oakland on October 11, 2001.

MOTION by **M. Brown**, seconded by **L. Teague**, to “adjourn the meeting.” Motion was passed without objection. Meeting adjourned at 1145.

Respectfully submitted,

Captain Lynn Korwatch
Executive Secretary