

MINUTES

HARBOR SAFETY COMMITTEE OF THE SAN FRANCISCO BAY REGION

10:00 a.m., Thursday, October 10, 1996

Port of Oakland, Board Room, 530 Water Street, Oakland, CA

1. The public meeting was canceled for lack of a quorum at 10:25 by Roger Peters, Acting Chair in the absence of A. Thomas and J. Lundstrom. The following committee members or alternates were in attendance: Gary Hallin (alternate for Dave Adams) Port of Oakland; Margot Brown, National Boating Federation; Rich Smith (alternate for Dwight Koops), SeaRiver Maritime; James Shanower (alternate for Arthur Thomas), San Francisco Bar Pilots; and Roger Peters, Member at Large; U. S. Coast Guard representatives, Capt. D. P. Montoro (MSO) and Cmdr. Dennis Sobeck (VTS); and OSPR representative, Bud Leland. Also in attendance, more than fifteen representatives of the interested public.
2. The Chair announced that no action could be taken by the HSC for lack of a quorum, but that he would like to like to proceed with matters of information. He reported the following changes in the membership of the HSC: James Faber is retiring from the Port of Richmond and the HSC. OSPR has not authorized a replacement yet. Dwight Koops, SeaRiver Maritime, has been promoted and moved to Houston, Texas. His replacement as Ocean Fleet Manager for SeaRiver Maritime is Stuart McRobbie. R. Smith introduced S. McRobbie. OSPR has not yet taken action on this vacancy. R. Peters introduced Gary Hallin, newly sworn in alternate for Dave Adams, Port of Oakland.
3. **COAST GUARD COTP'S REPORT**, D. Montoro. (1) Written reports of pollution statistics and significant port safety events for the period 9-1-96 through 9-30-96 are made a part of these minutes. (2) Fleet Week begins this week-end with some resultant restrictions in shipping. The inbound land will be closed for part of Saturday for the parade and air show. No conflicts are anticipated. (3) S. McRobbie asked the information reported on CG forms 2692, *Report of Marine Accident, Injury or Death*, can be made available to learn from these events. D. Montoro responded that a committee exists to do an annual casualty analysis review. Reports are available for the past two years. All HSC members are invited to participate. (4) The ballast water survey has been completed. 33% of the vessels coming into the bay during the one month survey period were observed. The MX will distribute copies of the report to HSC members. Others can obtain a copy by contacting the COTP.
4. **CLEARINGHOUSE REPORT**, A. Steinbrugge. (1) Statistical reports for the month of September and year-to-date are made a part of these minutes. (2) There were two occasions to report regulated transits that did not check in with the Clearing House since 9-1-96. The first involved a tug-and-barge transiting from Richmond to sea and the second, a vessel transiting from Richmond to sea. In both cases, the escort vessel had checked in but the power tug or vessel itself had not. Year-to-date, there have been ten violations, tug and barge movements and one vessel, as reported today. In all cases the power tug or vessel didn't check in, but the escort vessel did.
5. **OSPR REPORT**, B. Leland. (1) The tug escort regulations package went to OAL on 9-26-96. They have thirty days to get back to OSPR. The 1-1-97 deadline will be met. (2) OSPR is working on training guidelines for escort vessel crews and operators. It is an implementation issue that we will not be able to have fully trained crews by 1-1-97, but the standards will be in place. The strawman proposal for standards is expected for comment by the end of the month. OSPR representatives will meet with

representatives of the MX and interested parties regarding other implementation issues. The regulations require that each escort vessel have two certified deckhands and a master that have been through an OSPR-approved training program. D. Montoro suggested that the elements of a training program should also be a part of the regulatory process. B. Leland responded that the basic elements exist in the current regulatory package. (2) Pilotage issues. SB 1641 (Marks), establishing mandatory pilotage for the SF Bay Area, has been signed by the Governor. OSPR is working with the rest of the port districts in the state and the 11th Coast Guard District to reach district specific MOUs to establish a mandatory requirement to use a licensed pilot everywhere in the state. (3) M Brown reported that the 500 copies of the boating safety hand-out published by Public Affairs that she received last meeting were distributed to representatives of sixty yacht clubs from the bay and delta area.

6. **PORTS SUB-COMMITTEE**, Capt. T. Richards. Captain Ed Melvin, SFBP, recently had a ship to Oakland which arrived late on an ebb tide. Had he only had predicted tide information to work with, the vessel would have had to go to anchorage instead of its intended berth at OAK 35-37. With real-time information he was able to determine that he had an additional .5' over that predicted and he was able to dock the ship in Oakland. If the vessel had been forced to go to anchorage, the costs of the ordered assist tugs and longshoremen would have accrued to the vessel operator. These types of concrete benefits of the PORTS should be reported to T. Richards. Examples of the successes of the PORTS will provide effective arguments for continued Congressional support.


7. **TUG ESCORT SUB-COMMITTEE**, R. Peters. All information was covered in the OSPR Report.

8. The Chair asked for any other reports or issues from the HSC membership or others. Hearing none, the non-meeting was closed at 1045.

9. The next HSC meeting is scheduled for 11-14-96 in the Port of San Francisco Board Room at 10:00.

10. The Chair noted that the HSC will be looking to an internal method for members to report to the MX on a timely basis if they are not intending to attend a meeting, in order to avoid the inconvenience to those who attend when a meeting can not be held for lack of a quorum.

Notes provided by:



Terry Hunter
Executive Secretary

SIGNIFICANT PORT SAFETY EVENTS

FOR PERIOD 01 SEP 96 - 30 SEP 96

1. Total Port Safety cases open for period. 21
Cases include:
 - Bridge Casualties (all minor delta bridges)
 - SIV Arrival/Departures
 - Marine Construction
 - Marine Events
 - Explosive Anchorage Activation
2. SOLAS Interventions/COTP Orders 1/2
3. Number of vessels requesting/granted Letters of Deviation to enter Bay 1/1
Cases include:
 - 1 Inop Radar
 - 0 Inop Gyro
4. Propulsion/Steering Casualties 5/0
 - All cases involved either faulty valves, circuits, or maneuvering controls resulting in reduced RPMs or intermittent power. No instances of complete failure.
5. Deadship tow 0
6. Vessel Fires 0

Significant Cases (chronological):

12 SEP 96: M/V MOANA PACIFIC (DENMARK)- PROPULSION CASUALTY

On September 12th, the container vessel M/V MOANA PACIFIC, enroute Richmond Terminal #3 from Portland, WA, reported fluctuations in RPMs and reduced power. A COTP Order was issued requiring a two tug escort from Mile Rocks to Richmond Terminal #3. Repairs were required to be completed to class satisfaction prior to departing. Due to the difficulty in obtaining the replacement part for the defective component of the bridge control system, class recommended that the vessel be allowed to depart with a 24 hour manned engine room and tug escort, enabling the vessel to function in the same manner as if under bridge control. Case Closed.

15 SEP 96: T/V ONOZO SPIRIT (BAHAMIAN) - PROPULSION CASUALTY

On September 15, the T/V ONOZO SPIRIT, enroute Benicia from sea, reported two fuel valves not functioning properly. The vessel, north of Alcatraz Island, altered course to Anchorage 9. Several minutes later, the vessel again altered course to Benicia, after reporting the fuel valves had been repaired. A class surveyor along with a CG inspector boarded the vessel to verify repairs. Case Closed.

19 SEP 96: M/V COLUMBUS VALPARAISO (PANAMANIAN) - PROPULSION CASUALTY

On September 19, the container vessel M/V COLUMBUS VALPARAISO reported short intermittent power losses enroute Vancouver, British Columbia from Oakland Inner Harbor. The Pilot, unit 6, conducted start and stop tests in Anchorage 9 before heading to sea. MSO required vessel to anchor until nature of problem could be identified, isolated, and repaired. Problem found to be parted pneumatic airline which disabled backing bell. Repairs affected and system tested satisfactorily. Case Closed.

21 SEP 96: M/V ALISGLORIA (PANAMANIAN)- SOLAS INTERVENTION

On September 21, the M/V ALISGLORIA, berthed in Richmond, was placed under Port State Control via a SOLAS intervention due to an inoperative emergency generator. The generator would not start after repeated attempts during a port state control boarding. A Customs hold was placed on the vessel until repairs to the emergency generator were completed and inspected by a class surveyor. Case Closed.

POLLUTION STATISTICS

FOR PERIOD 01SEP96 - 30SEP96

	MSO	MSD	TOTAL
1.) Total reported/investigated pollution incidents within MSO SF BAY AOR:	<u>31</u>	<u>3</u>	<u>34</u>
Civil Penalty Action	<u>4</u>	<u>1</u>	<u>5</u>
Spill, No Source	<u>11</u>	<u>1</u>	<u>12</u>
Spill, No Action Taken	<u>4</u>	<u>0</u>	<u>3</u>
No Spill, Potential Only	<u>5</u>	<u>0</u>	<u>5</u>
No Spill, Unconfirmed Report	<u>5</u>	<u>1</u>	<u>6</u>
EPA Zone Reports	<u>2</u>	<u>0</u>	<u>2</u>
2.) Discharges of Oil from:			
Deep Draft Vessels	<u>0</u>	<u>0</u>	<u>0</u>
Oil Transfer Facilities	<u>1</u>	<u>0</u>	<u>1</u>
Military Vessels/Facilities	<u>2</u>	<u>0</u>	<u>2</u>
3.) Federalized Cleanups	<u>1</u>	<u>0</u>	<u>1</u>
4.) Non-Federal Cleanups	<u>3</u>	<u>0</u>	<u>3</u>
5.) Hazardous Material Releases	<u>0</u>	<u>0</u>	<u>0</u>
6.) Cases requiring polreps	<u>1</u>	<u>0</u>	<u>1</u>
7.) Tickets Issued	<u>3</u>	<u>1</u>	<u>4</u>

Significant Cases:

An unnamed crane barge owned by All Marine Services sank at its moorings in Redwood Creek, discharging approximately 5 to 10 gallons of miscellaneous lubricating and hydraulic oils into Redwood Creek. A follow-up investigation was conducted after the owner declared bankruptcy and the cleanup was federalized. The cleanup contractor, Vortex Diving, recovered several items from the deck barge. The case is on going.

San Francisco Bay Clearinghouse Report For September 1996

San Francisco Bay Region Totals

Tanker arrivals to San Francisco Bay	67
Tank ship movements & escorted barge movements	280
Tank ship movements	242
Escorted tank ship movements	123
Escorted barge movements	38
Unregulated tank ship movements	119

43.93%
13.57%
42.50%

Percentages above are percent of total tank ship movements & escorted barge movements for each item.

Movements by Zone	Zone 1	%	Zone 2	%	Zone 4	%	Zone 6	%	Total	%
Total movements (all tank ships & escorted barges)	160		266		0		141		567	
Unregulated tank ships	58	36.25%	115	43.23%	0	0.00%	53	37.59%	226	39.86%
Escorted movements	102	63.75%	151	56.77%	0	0.00%	88	62.41%	341	60.14%
Escorted tank ships	76	47.50%	118	44.36%	0	0.00%	62	43.97%	256	45.15%
Escorted barges	26	16.25%	33	12.41%	0	0.00%	26	18.44%	85	14.99%

Notes:

1. The only barges recorded are escorted barges.
2. Information is only noted for zones where escorts are required.
3. All percentages are percent of total movements for the zone. Unregulated tank ships & escorted movements equal 100% of zone movements.
4. Escorted tank ships & escorted barges equals escorted movements for the zone.
5. Every movement is counted in each zone transited during the movement.
6. Unregulated tank ships are vessels which did not check in with the Clearinghouse. These vessels are presumed to have less than 5,000 LT of regulated cargo or unregulated cargo on board.

San Francisco Bay Clearinghouse Report For 1996

San Francisco Bay Region Totals

Tanker arrivals to San Francisco Bay	645
Tank ship movements & escorted barge movements	2,782
Tank ship movements	2,324
Escorted tank ship movements	1,160
Escorted barge movements	458
Unregulated tank ship movements	1,164

Percentages above are percent of total tank ship movements & escorted barge movements for each item.

Movements by Zone	Zone 1	%	Zone 2	%	Zone 4	%	Zone 6	%	Total	%
Total movements (all tank ships & escorted barges)	1,550		2,619		0		1,414		5,583	
Unregulated tank ships	643	41.48%	1,131	43.18%	0	0.00%	494	34.94%	2,268	40.62%
Escorted movements	907	58.52%	1,488	56.82%	0	0.00%	920	65.06%	3,315	59.38%
Escorted tank ships	669	43.16%	1,099	41.96%	0	0.00%	594	42.01%	2,362	42.31%
Escorted barges	238	15.35%	389	14.85%	0	0.00%	326	23.06%	953	17.07%

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