

MINUTES

HARBOR SAFETY COMMITTEE OF THE SAN FRANCISCO BAY REGION

1:00 A.M., Thursday, October 12, 2000

Port of Oakland, 530 Water Street, Oakland, CA

Grant Stewart, American Ship Management, Chair, called the public meeting to order at 10:15 a.m. and welcomed those in attendance. The secretariat confirmed the presence of a quorum. The following committee members or alternates were in attendance: **Gary Hallin**, Port of Oakland; **Ronald Kennedy**, Port of Richmond; **John Davey**, Port of San Francisco; **Brian Dorsch**, Chevron Shipping Company; **Stuart McRobbie**, SeaRiver Maritime; **Scott Merritt**, Foss Maritime; **Larry Teague**, San Francisco Bar Pilots; **Michael Beatie**, Blue and Gold Ferries; **Gunnar Lundeberg**, Sailors' Union of the Pacific; **Margot Brown**, National Boating Federation; and **Joan Lundstrom**, Bay Conservation and Development Commission. U. S. Coast Guard representatives **Captain Larry Hereth**, (MSO), **CDR. David Kranking**, (VTS); NOAA representative, **LCDR Michael Gallagher**; State Lands representative **Jay Phelps** and OSPR representative, **Ted Mar**. Also in attendance were more than forty representatives of the interested public.

The following correction was made to the minutes of September 14, 2000 meeting. **S. Merritt** stated that on p. 5, Human Factors Work Group report, his email address should be corrected to read scottm@foss.com. MOTION by **J. Lundstrom**, seconded by **M. Brown**, "to approve the minutes of the previous meeting as corrected." The motion was passed without opposition.

In his opening comments, the Chair announced that 1) **Jay Phelps** would be leaving State Lands to take a position with the Department of Fish and Game, (Field Office Supervisor, Marine Division, Redding, CA). The Chair thanked **Jay Phelps** for his help and wished him good luck. 2) There will be a memorial service for **Terry Hunter** on October 19, 2000 at the Firehouse, Fort Mason Center, San Francisco, from 5:00 PM until 7:00 PM.

COAST GUARD COTP'S REPORT. 1) **LCDR Peter Gautier** submitted a written report of port operations statistics for pollution response and investigations and significant port safety events for the period or 9-1-00 to 9-30-00 which is made a part of these minutes. He reviewed the case of the NEPTUNE DORADO, a vessel which was found to have thirty deficiencies when boarded by the USCG, some which were

significant. The COTP issued an Order to Correct and ordered the vessel out of the port. However, as a result of two shipboard management systems violations found by an international classification society, the ship could not be ordered out and was lightered at Anchorage 9 before proceeding to Tosco. Representatives of the USCG, Lloyds and Clean Bay were on standby during the unloading at Tosco. Also present were Tosco representatives. The safety reps found crude oil in three of her ballast tanks, which created the potential for an explosion. The volatile substance was stabilized with a nitrogen blanket. As a result of a criminal investigation, the master was arrested and is in jail awaiting a hearing today. A replacement master is expected today and the vessel representative is developing a plan to safely offload the cargo and empty and clean the ballast tanks.

2) **David Sulouff** of the 11th Coast Guard District Bridge Administrative Office reported on a meeting held on September 24, 2000 to address problems associated with operation of the UPRR Bridge. The meeting was very productive, with UPRR participation and considerable navigational input. **D. Sulouff** stated that he expects to see headway with the operational problem. The UPRR has put together a small work group of technical operators to look at the operation of the bridge. Important to note is an internal UPRR memo shared at the meeting confirmed the priority of navigation. With feedback from the pilots, the UPRR gave a verbal commitment that, when the bridge is successfully lifted, the operator will notify the pilot. A training focus group was spun off at the meeting and met yesterday to look at the processes of transit on ships, the role of the VTS, and UPRR Bridge operations to refine communications protocol and identify potential failure points. The training focus group will meet again in early November and the entire work group will meet again in the middle of the third week of November. **Captain L. Hereth** added that the September 24, 2000 meeting, which lasted five to six hours, clearly focused on human factors and training. He complimented the pilots, the Pilot Commission, **CDR David Kranking**, and **D. Sulouff**. **G. Stewart** reported that he sent a letter to the UPRR with the HSC's concerns. The reply was positive and they have offered to come to the next HSC meeting to answer questions and describe their operations.

3) **D. Sulouff** reviewed projects on all Bay Area bridges. The proposal for a new Benicia-Martinez bridge is in the final design stage. A public notice will be going out in the next couple of weeks for a public hearing to begin the permit process. The Carquinez Bridge retrofit and replacement project is underway. As a result of safety concerns expressed by the VTS, the pilots, and the MSO, CalTrans required the contractor to

remove scaffolding over the channel until they could safely operate without interfering with navigation. New communications methods are being tested today. The largest retrofit project in the Bay Area is in the mill for the Richmond-San Rafael Bridge. The USCG is reviewing the plans for this long-term project with the contractors and all other agencies, including the MSO and the COE. The USCG will monitor and provide information in the local *Notice to Mariners*. The Federal Highway Administration will take former US Navy land on Yerba Buena Island and give it to CalTrans to incorporate into plans for the SF Oakland Bay Bridge project. This project will involve the same process as that of the Benicia-Martinez Bridge.

4) **D. Sulouff** reported on the large cranes that will be arriving and transiting under the Golden Gate Bridge and the San Francisco-Oakland Bay Bridge on their way to the Port of Oakland. A meeting was held on 10-3-00, which was attended by representatives of the pilots, the Port of Oakland, CalTrans and the US Coast Guard Bridge Division.

5) **CDR D. Kranking** reported on how well Fleet Week went. He was at the VTS and noted that for a three-hour period, the central bay was filled with recreational boats and he was impressed with how well commercial traffic moves through the Bay in heavy traffic. He complimented the ferry operators and the pilots, and will bring a video to the next HSC meeting to demonstrate the congestion. Question: The US Navy launched an aircraft during the activities. Did they consult with the USCG? **Eric Dohm** of the SF Bar Pilots responded that the launch was always in the plans and has been done in previous years. He didn't know if there was any consultation other than at the planning meetings.

CLEARING HOUSE REPORT, A. Steinbrugge. 1) **Captain Lynn Korwatch**, former chair of the HSC, is serving as interim Executive Director of the Marine Exchange. 2) A written report with statistics for the month of September 2000 and a report for 2000 year-to-date are made a part of these minutes. 3) There was one escort violation since the last HSC meeting for a total of four for all of 2000. In 1999, calls averaged one per month; in 2000, the average is one every 2.25 months. Question: Was the call to OSPR for an actual violation or a reporting issue? **A. Steinbrugge**: The tug checked in but the escorted vessel did not check in until it was underway.

OSPR REPORT, T. Mar. 1) **Ted Mar** swore in **Pat Morgan**, the alternate for **Michael Beatie** who represents the ferry companies. 2) The SF tug escort regulations revisions are back from the Office of Administrative Law and they will be mailed out

shortly for a fifteen-day comment period. 3) There is no definite word on a permanent Administrator for OSPR. **Scott Schaefer** continues to serve as interim Administrator. 4) AIS equipment has been installed or is in the process of being installed for all companies that signed up. The next committee meeting is scheduled for November 16, 2000 and the evaluation forms will be in by then. 5) Three portable laptops for the pilots that provide AIS and electronic charting are in the field being tested by pilots.

NOAA REPORT, LCDR M. Gallagher. 1) The Office of Coast Guard Survey has completed the first vector electronic navigation charts for SF Bay. The data on these charts was taken directly from paper charts. One electronic navigation chart (ENC) equals one chart and is a database. It does not say how vendors will display the information. Each vendor's software produces a different display with different symbols for dolphins, etc. ECDIS has a standard for symbols. NOAA is considering of changing how depth in channels is portrayed. Currently, a channel is divided into quarters and the lowest discrete point determines the controlling depth. NOAA is considering displaying vector representations with soundings at discrete points displayed. NOAA does not have the resources to produce that product now, but perhaps they can produce it in the future if users indicate that it would be beneficial. NOAA does have the resources to provide ENC's to the deep-draft shipping community for forty deep-draft ports in the nation. These charts will be maintained weekly with the local *Notice to Mariners*. NOAA is currently working to produce ENC's for New York, San Francisco and San Diego. Distribution will be through Maptech unless this arrangement is determined to be a monopoly. Maptech will charge \$500 per region, including a one-year subscription of weekly updates. Pt. Reyes to Pillar Pt. and the Delta will include 45 charts. The ENC's look like the paper charts they were taken from, but as raster charts are developed, they will include more information and display exactly what is there. Users will be able to ask the system for exactly what they want to see and to what degree of complex information. They will be able to set the system to give warnings when specified conditions are met. 2) As announced at previous meetings, a NOAA hydrographic survey team will be in the SF Bay Area next summer to collect data. The equipment is capable of sounding pier faces, wharves, docks, etc., with accuracy far greater than current data, which is only good to 40 meters. Members of the local maritime community are encouraged to provide input to help develop the work plan. Question: Can this data be integrated with radar? **M. Gallagher** responded that it is not in NOAA's charge from the legislature and has been left up to the private sector to develop.

BCDC BAY PLAN REPORT, N. Salcedo. **N. Salcedo** reported that the public hearing on the proposed amendments to the Bay plan is now scheduled for December 7, 2000. A mailing will go out at the end of October. He reviewed the goals of the BCDC to amend findings and policies of the Bay Plan, taking into account the language of the Harbor Safety Plan as presented at previous HSC meetings. He went through Attachment A to the proposed amendments indicating new findings and policies that have been developed in response to recent input. Copies of the updated language for existing sections are available from BCDC or the ClearingHouse. **N. Salcedo** stated that he was hoping for an endorsement at this meeting. When staff reports to BCDC commissioners, they need to know that the local maritime community and the HSC think that this is important. **MOTION** by **M. Brown**, seconded by **G. Lundeberg**, that “the Harbor Safety Committee will not endorse the proposed Bay Plan amendment regarding navigational safety and oil spill prevention in SF Bay.” Discussion. Question by **J. Lundstrom**: What does the motion mean? Does it mean that the HSC does not endorse the amendment or that the committee is taking no stand? **M. Brown**: The navigational safety element is not needed. **J. Lundstrom**: Then the purpose of the motion is to object the amendments? **M. Brown**: Yes, recognizing that the BCDC can proceed without the support of the HSC. Many HSC members believe that this is unnecessary. All items included in the amendments are covered by other agencies. Discussion. **W. Travis** reiterated BCDC’s goals and stated that consistency with other agencies was intended in order to have policies in place so that BCDC can look at navigational safety issues. **S. Merritt** stated that there is a difference between voting on a negative motion and voting that the HSC does not endorse what is before it today. Voting not to endorse sends a different message than a failed motion to endorse. The HSC wants to encourage people to bring navigational issues to the HSC. **J. Lundstrom**: Could it come back in a month? **M. Brown**: Of course. The vote is on what is presented today and has no implication of total approval or rejection. The HSC has historically looked at anything that is brought before it. Question: How does the committee identify what is being voted upon? Which language? **N. Salcedo**: The document dated September 2000 is updated to October 4, 2000. **J. Lundstrom**: The amendments direct BCDC to consider navigational safety. Currently, BCDC operates under a “gentlemen’s agreement” to consult with other agencies. The proposed language would strengthen those relationships. **W. Travis** advised the committee that he was withdrawing the request for HSC endorsement and will continue to provide input to BCDC, structuring comments on “how the world is and not how you think it should be.” BCDC does have permitting authority and it is critical that the HSC takes a stand on this. Because BCDC’s request for HSC endorsement of proposed amendments to the Bay Plan was withdrawn, M. Brown withdrew her motion

for no endorsement with the consent of the second. Question from the Chair to **T. Mar**: Does the HSC have the authority under the provisions of the State to endorse or not endorse things like this? **T. Mar**: The HSC is semi-independent. OSPR does not direct the HSC's thought and is required to listen to recommendations. There is a difference between the HSC recommending that the Administrator endorse something and the HSC endorsing it. The Chair will address this issue at later meetings.

NAVIGATION WORK GROUP REPORT, L. Teague. **Eric Dohm** of the SF Bar pilots report that 1) the Army Corps of Engineers has been waiting for the end of this month for their fiscal year to begin in order to start working on the Avon Turning Basin Project. Funds have been budgeted to investigate. 2) The local *Notice to Mariners* reported that buoys should be realigned and new aids to navigation added at Hampton Shoal. 3) Electronic charts for Pinole Shoal arrived at the pilot station ahead of paper ones with critical information, demonstrating the value of the technology. We are gaining on a solution, but we are not there yet. **L. Teague** added that the HSC has been very helpful in this regard.

UNDERWATER ROCKS WORK GROUP REPORT. J. Phelps reported that he met wit representatives of the Army COE on October 16, 2000 to discuss two public scoping meetings that will be held on October 24, 2000 at 2:00 PM and 7:00 PM at the Pier 9 Pilot Station for all interested persons. Presentations will be made on the COE plans.

HUMAN FACTORS WORK GROUP REPORT, S. Merritt. Last meeting, the HSC discussed the invitation the SF HSC received to participate in the national HSC website. MOTION by **S. Merritt**, seconded by **J. Lundstrom** that "this HSC participate as part of the national HSC website." **S. Merritt** and **A. Steinbrugge** of the Marine Exchange will work on putting together the information that will go onto the site, including meeting agendas, the Harbor Safety Plan, and the Channel 14 brochure. Everything produced by the HSC is public information and can be promulgated. Minutes of meetings could also be posted in a downloadable format. The motion was passed without objection. Anyone with links or information to be included should contact **S. Merritt** (scottm@foss.com) or **A. Steinbrugge** (alan@sfx.org).

PREVENTION THROUGHPEOPLE WORK GROUP REPORT, M. Brown. **M. Brown** reported that the *Guide to Recreational Vessel Marine Communications for SF Bay* has been completed and distributed copies. She complimented **LCDR Kristen Williams** of the USCG for six months of her time and efforts on the project. The

emergency radio call information will be removable and self-sticking to individual radio consoles. Some information from the Channel 14 brochure was reprised in this brochure. **M. Brown** indicated that she would like approval to print it if there is no cost to the HSC. The vote will be on the agenda for the next meeting.

TUG ESCORT WORK GROUP REPORT, G. Hallin. The CH has been in contact with affected tug companies that will need to be tested. Three tugs have been tested since that last HSC meeting and the project is on target for all tugs to be tested within the next couple of months.

PORTS WORK GROUP REPORT, S. McRobbie. 1) The system continues to operate with a high level of reliability thanks to **A. Steinbrugge**. The Benicia sensor tends to be buried by the current and tip over. NOAA is looking to mount it on the bridge. Funding issues continue to be addressed. PORTS is funded through July 2001 by the Department of Boating and Waterways. The group needs to continue to work on long-term funding, perhaps in conjunction with the HSC of LA/LB Harbors. 2) AIS is getting very good marks from users. A compatible system is up and running at VTS. 3) The pilot laptops are out and being tested. **L. Teague** will report on the progress of the project at the next HSC meeting. **L. Korwatch** reported for the Secretariat that the Department of Boating and Waterways does not want to have a direct relationship with NOAA. They will contract with the Marine Exchange, which will, in turn, contract with NOAA. Question: How are the pilots testing the laptops? **S. McRobbie**: Four pilots were selected and trained on the use of the equipment and they will take the laptops on their assigned jobs.

OLD BUSINESS. 1) The Chair reported that he has been in email communication regarding hosting the next national HSC meeting. Seattle has dropped out of the running leaving SF and LA/LB. Proposed dates are February 7 & 8, 2001. The USCG wants a great deal of participation including the California Maritime Academy, the local USCG offices and the media. Ideas for topics should be forwarded to the Marine Exchange. Question: Are there sample agendas from previous meetings? **L. Korwatch**: The meetings the first two years were looking at how different HSC's work and at identifying issues. Now it is time to look at solutions. The USCG decides where the meetings will be. **M. Brown**: NavSac is interested in HSC's and will be meeting before the next HSC meeting. With the direction of the committee, **M. Brown** will put the question on the table at that meeting where key USCG personnel will be in attendance. It was agreed that she should proceed. 2) **B. Dorsch**: What is the status of the Army COE representation at HSC meetings? **M. Beatie** reported that the head of the Southern Pacific Region, Army

COE, guaranteed that someone would attend. **R. Kennedy** added that the issue was discussed with the new District Engineer who agreed that it was important for the COE to attend and someone would be there. **Captain L. Hereth** discussed it with **General P.T. Madsen** who concurred. Yet, to date, there is still no COE participation. L. Hereth will visit **General P.T. Madsen** again. It was suggested that the effort to get the COE representation should be ratcheted up to a higher level. **T. Mar** will discuss the issue with the Administrator of OSPR. The Chair stated that he would send another letter of request to the COE.

NEW BUSINESS. **B. Dorsch** distributed a USCG circular regarding *Guidance for the Establishment and Development of Harbor Safety Committees* under the *Marine Transportation System (MTS) Initiative*.

The next meeting of the HSC is scheduled for Thursday, November 9, 2000 at 10:00 AM at the Port of Oakland.

MOTION to adjourn in memory of **Terry Hunter** by **J. Lundstrom**, seconded by L. Teague. The meeting was adjourned without objection at 12:30 PM

Respectfully submitted,

Captain Lynn Korwatch
Executive Secretary