



of the San Francisco Bay Region

*Mandated by the California Oil Spill
Prevention and Response Act of 1990*

DRAFT MINUTES

HARBOR SAFETY COMMITTEE OF THE SF BAY REGION

Thursday, October 11, 2001

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

Grant Stewart of American Ship Management, Chair, called the public meeting to order at 10:00 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; **Nancy Pagan**, Port of Benicia; **Doug Lathrop** (alternate for Brian Dorsch), Chevron Texaco; **Don Watters**, CSX Lines; **Fred Henning** (alternate for Scott Merritt), BayDelta Maritime; **Michael Beatie**, Golden Gate Bridge District, Ferry Division; **Larry Teague**, San Francisco Bar Pilots; **Margaret Reasoner**, Crowley Maritime; **Marine Secchitano**, Inlandboatman's Union of the Pacific; **Joan Lundstrom**, Bay Conservation and Development Commission; and **Kathyrn Zagzebski**, The Marine Mammal Center. Also present were U. S. Coast Guard representatives, **Capt. Larry Hereth** (MSO); **Lt. Cmdr. 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 Twenty-five representatives of the interested public were present.

The following corrections were made to the minutes of the 9-13-01 meeting. **L. Ferguson**: Page 5, correction to the spelling of her last name and the credit in the brochure discussed should be Jon Van Coops of the California Coastal Commission. **D. Kranking**: Page 2(3), VTS has purchased the technology necessary to patch a vessel on one channel to another vessel on a different channel and will advise when it is installed and operational. **MOTION** by **L. Teague**, seconded by **J. Lundstrom**, to approve the minutes as corrected.

USCG COTP'S REPORT, L. Hereth (1) **John Caplis**: A written report of port operations statistics for pollution response and investigations and significant port safety events for the period September 1, 2001 through September 30, 2001 is made a part of these minutes. (2) **L. Hereth** reported on current port security measures in the wake of the 9-11-01 attack. Security has been ratcheted up on vessels, the waterfront and the water. To address vessel security and a threat from crew or cargo, the pilot Sea Marshall Program was started in the SF Bay Area the week-end after the attack. The benefits include the presence of a visible deterrent, security for the pilot and the vessel's bridge, and eyes and ears on the vessel in the event something does happen. The pilots have done an extraordinary job coordinating with the CG, using the pilot station boat as a platform. On the cargo side, emergency rules require vessels to check in with the CG 96 hours prior to arrival and to provide significantly more information than previously required with 24 hours notice. Prior to 9-11-01, vessels reported on five categories and fifteen

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parameters. That has been doubled to ten categories and thirty-six parameters. The information collected is subjected to a robust screening process set up on a national basis, using intelligence databases. On the water, the CG is maintaining consistent awareness of what's going on 24/7 with increased harbor and air patrols. A CG cutter has been stationed offshore, along with several others up and down the coast. On the waterfront the CG is working with terminal and cruise ship operators and PMA to increase security and has met with ferry operators as well. The CG is also working with all owners of bridges to increase shoreside and waterside security. On the federal level, the Marine Security Act is moving through Congress to address security issues. **L. Hereth** complimented the port communities of San Francisco, Oakland, Richmond, Sacramento and Stockton for their cooperative efforts. The goal is smart, sensible cost-effective measures to increase security. Question: Is the CG working with air support assets in case the cutter can't respond? **L. Hereth:** The CG, Office of Emergency Services, local police departments, the FBI (riding with Sea Marshals) and the Department of Defense (with national assets available) are all working together. In meetings related to dredging and needed infrastructure improvements in DC, **L. Cardoza** met with **Rear Admiral Kevin Eldridge** and **Capt. Robert Papp**. They were aware of and spoke highly of the SF Bay Area coordinated efforts. **L. Cardoza** thanked **L. Hereth** for keeping the SF Bay Area linked with Washington, DC to make sure that what happens is sensible. Question: Are the naval ships in Suisun capable of responding to a threat? **L. Hereth:** If there is a credible threat, there will be a scaled response based on that threat. Assets can be mobilized for response as necessary and appropriate. Question: Is San Diego the only place in California with naval support? **L. Hereth:** No. **L. Cardoza:** The MARAD Ready Reserve Fleet in Suisun has the capability and power to respond. These assets can be mobilized. Question: Is the SF Bay Area at risk of losing that support? **J. Davey:** There are five vessels in the SF contract that is being re-bid this month, with two or three more for Alameda. There is no information that they would be leaving the area. Question: What is the status of the Marine Transportation System initiative? **L. Hereth:** The scheduled meeting was postponed in light of recent events. Related security details are incorporated into the federal legislative efforts. On the local level, two work groups will be set up to meet to address security standards and the components of federal legislation. Southern California will be doing the same. MST held a well-attended meeting at California Maritime Academy on 9-6-01 to address the need for the State of California to put an emphasis on MST to benefit all. The state needs to get involved, invest staff energy and get back to Secretary Minetta. The Secretary has gone to the Governor to seek an appointee to be the California MTS coordinator. Senator Lowenthal is carrying related legislation. Once Northern and Southern California have consistency, the information should be input to C-21 so the state is heard. A federal report has identified areas that require strategic action: security, safety, infrastructure, port competitiveness, dredging, and environmental protection. The HSC may be tapped as the safety sub-committee and asked to suggest federal legislation. **L. Cardoza:** California must resist attempts to prioritize ports. California ports operate in market niches. **L. Hereth:** The idea is

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not to pit ports against each other for a bigger slice of the pie, but rather to get a bigger pie for the maritime transportation system. In answer to the original question regarding the status of MTS, recent events have resulted in a focus on security. **D. Lathrop:** A recent report indicated that a CG uniform was stolen in Charleston. Will the CG here support an owner or operator denying access to anyone purporting to be CG personnel without proper ID? **L. Hereth:** Yes.

CLEARINGHOUSE REPORT, A. Steinbrugge. (1) A written report with statistics for the month of September 2001 is made a part of these minutes. There were no calls to OSPR during the month of September and no calls from pilots to report the arrival of a vessel without escort paperwork.

OSPR REPORT, A. Storm. (1) **A. Storm** swore in two committee members whose terms expire in October, renewing the appointments of **J. Davey** and his alternate **Denise Turner** for another three-year term. (2) The tug regulation revisions were adopted by OAL on 10-4-01 and will be available on the OSPR website, www.ospr.dfg.ca.gov, along with the complete regulations. All the current regulations can be found on the same page. (3) **A. Storm** introduced **Rob Hughes**, Public Information Officer, Sacramento, who will work to publish the brochures on steering/propulsion failures and the guide to marine geography and facility names in the San Francisco Bay Area (*Where the Heck is Collinsville?*) developed by the PTP Work Group. (4) In connection with enhanced security, OSPR is providing two boats to the CG, one deployed in SF at Yerba Buena Island, and has made wardens available statewide.

NOAA Report, M. Gallagher. (1) The NOAA survey team which has been working in the Bay Area for five and a half months, will be wrapping up and going to Long Beach in the next week and a half.

COE REPORT, D. Dwinell. The text of the COE Report is made a part of these minutes. Question: If the Larkspur dredging contractor doesn't make the end date, can it be extended? **D. Dwinell:** The window ends in November because of endangered species issues.

NAVIGATION WORK GROUP REPORT, L. Teague. **L. Teague** thanked the COE and NOAA for all their work in connection with timely and useful survey charts.

UNDERWATER ROCKS WORK GROUP REPORT, L. Cardoza. The meeting of the work group scheduled for 9-11-01 was canceled and has been rescheduled for 10-23-01, from 10:00-12:00 at the State Lands Commission Offices in Hercules, CA. **L. Cardoza** reviewed the status of contracts. Benthic Survey: Work Order awarded to Garcia and Associates, the new Environmental Services contractor for the COE. The survey was performed the week of 9-10-01 and the draft report will be available by the end of September. Geotech Investigation: The COE

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had extensive negotiations with the selected contractor, but their best-cost proposal was considerably higher than available funding. It was determined that a literature search would be conducted to establish the expected geology of the rocks and to assist in determining the best method and cost to lower them. Oil Spill Model: The contract was awarded to Applied Science and Associates and preliminary results are now available. ASA reported their progress to the work group. This included information on the effect of spills at Shag and Blossom Rocks. ASA is performing a sensitivity analysis to determine the wind effects on the oil spills using PORTS data. Environmental Research Consultants, working for ASA, has determined the three spill sizes to consider, based on historical spills and adjusting for double hull technology. In addition, Herbert Engineering, Alameda, was consulted on naval architecture issues. Work has begun to develop a cost analysis. The Risk Assessment Modeling effort is being reviewed to look into contracting options. Upcoming study milestones: (1) F-3 Milestone Conference, 9-11-01; (b) Final Report on Oil Spill simulation, 11-12-01; and (3) first administrative draft of EIR/EIR available 11-15-01.

FERRY OPERATORS WORK GROUP REPORT, N. Pagan A meeting was held 9-18-01 to discuss signs and wake wash problems. It was agreed that minimum/no wake signage should appear on a sign with a diamond saying "Slow Down – Minimum Wake Area", yellow with black letters about 10' in various locations along waterfront areas on the face of piers near ferry landings. **M. Secchitano** attended the PTP meeting on 9-20-01 to relay the findings of the Ferry Operators Work Group and ask for input. PTP felt that the signage should be consistent with industry practice drawing from the Uniform State Waterway State Regulatory Marking System, square, with a circle inside. In the circle would be the word "Slow" and below the circle would be the words "Minimum/No Wake. The diamond is recognized as the symbol for 'danger', while the circle means 'controlled area'. PTP recommended that the signs be 8' in the standard orange and white, with large letters in black. A proposal needs to be developed for approval by the Port Design Review Board, the Port Commission and BCDC. Additional measures must be taken to get the word out through *Local Notice to Mariners, Latitude 38*, VTS, boating associations, yacht clubs, harbors and ramps. **N. Pagan** asked for direction regarding the next step. **J. Davey**: Since the lion's share of signage will be in SF, if the HSC accepts the recommendation as presented, he can then take it to the Port Commission. **M. Secchitano** agreed that the SF waterfront is the area of concern. Question: Does this need CG approval? **L. Hereth**: Not for signs. **J. Davey**: If it's a marker pile, then it's good to have CG approval. It will be necessary to have approval from the manager of each berth to be affected. First, the locations must be identified. **M. Secchitano**: PTP noted that, when the boat operator gets to the sign, it's already too late to slow down. The signs will notify the operator for the next time they approach the berth. MOTION by **J. Lundstrom**, seconded by **N. Pagan**, that "the HSC endorse the recommendations of the Ferry Operators Work Group regarding no wake signage and work with operators." Inasmuch as a vote on this issue was not agendaed for this meeting, the

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motion was withdrawn. Consideration of a proposal from the Ferry Operators Work Group and a possible vote will be agendaed for the November HSC meeting.

HUMAN FACTORS WORK GROUP, D. Watters. A meeting is scheduled for directly after this HSC meeting to determine the best ways to get the pamphlet on steering and propulsion failures to ships.

PREVENTION THROUGH PEOPLE WORK GROUP. No report.

TUG ESCORT WORK GROUP REPORT, J. Lundstrom. (1) The work group met on 10-2-01 and discussed the proposed escorting of vessels with dangerous chemical cargoes. It was the consensus of the group that it is a good idea and would take state legislation. The group needs to call on the CG regarding CG regulations' definition of dangerous cargo. It is also important to determine if there is anywhere in the country where tugs are required. Further discussion was deferred until these questions can be answered. (2) State Lands will hold a Customer Service Meeting at 1:30 on 11-7-01 in Hercules. **David Grey**, Senior Associate, Glosten, is the guru of escort regulations and will attend to address tug escort regulations on the West Coast. The Tug Escort Work Group has developed questions for him. They have asked for an Executive Summary of the Glosten Study. In addition they have asked if the original matching matrix is still valid and if there is more information that has come forward that would validate that model. Another question addresses whether there are dangers in using tugs in tandem. The meeting will last two hours and anyone interested in the subject should attend.

PORTS REPORT, A. Steinbrugge. There are problems with some of the current meters. Richmond is fine, but the cable to the Benicia meter is broken and there is no spare. No data is coming from the Oakland meter, but the cause is unknown. NOAA is still looking to install a side-looking current meter in Benicia at the end of the year. The bridge is ready. All other instrumentation is working well. A NOAA crew is scheduled to perform maintenance next month. Funding for PORTS remains a concern. The SF system is the most utilized in the country, with 170,000 hits in 2000. This compares with 18,000 hits for the same period in Chesapeake Bay, the second most used system. This only counts internet usage and doesn't include phone usage. The information on the widespread use of PORTS in the SF Bay Area is being forwarded to appropriate state agencies. Question: Is there a way to track phone usage?
A. Steinbrugge: Yes. The system is being changed over to an 800 system, which is a good thing because the hardware in use now is obsolete and is not supported by the manufacturer anymore.

OLD BUSINESS. A. Steinbrugge: HSC meetings for 2002 have been confirmed with the ports. The dates for Richmond and Oakland could be switched to coordinate with Water Transit

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Authority meetings in Oakland on Thursday afternoons, same dates at HSC meetings. The December meeting currently scheduled for Richmond is the same date as the WTA meeting scheduled in Oakland. With the approval of the chair, **A. Steinbrugge** will explore making the change.

NEW BUSINESS. **A. Steinbrugge** noted that the MX has begun providing HSC information, minutes and meeting schedules electronically and would like to avoid duplicate mailings by hard copy. All information sent by e-mail is available on the MX website under the HSC link, including the minutes of previous meetings. Work groups are requested to advise the MX of scheduled meetings so they can be noticed. Question: Are archived minutes on the website? **A. Steinbrugge:** Yes, with all related attachments. The MX can be contacted by e-mail at info@sfmtx.org.

The next meeting of the HSC will be held at 1000 hours at the Port of San Francisco on November 8, 2001.

MOTION by **M. Secchitano**, seconded by **J. Lundstrom**, to “adjourn the meeting.” Motion was passed without objection. Meeting adjourned at 1120.

Respectfully submitted,

Captain Lynn Korwatch
Executive Secretary

**Harbor Safety Committee
Of the San Francisco Bay Region**

**Report of the
U.S. Army Corps of Engineers, San Francisco District**

10/11/01

1. CORPS 2001 O&M DREDGING PROGRAM

- a. *Main Ship Channel* -- Mission Completed ... ESSAYONS.
- b. *Richmond Outer and Southampton* -- Mission Completed ... ESSAYONS.
- c. *Suisun Bay Channel* -- Mission Completed for Maintenance Dredging ... ESSAYONS.

Emergency dredging has been completed and post dredge survey has been provided to the pilots. Corps performed advanced maintenance to try to prevent a recurrence of this problem.

- d. *Pinole Shoal Channel* – Mission Completed ... ESSAYONS
- e. *Richmond Inner* – Mission Completed ... ESSAYONS
- f. *Oakland (Inner & Outer)* – Contract awarded to Manson. Dredging is under way ... Ocean Disposal @ DODS. The critical area – section 34 to 65 was completed this last weekend. Should complete by end of November.
- g. *San Leandro Marina* – Dredging complete except for cleanup. Post dredge survey scheduled for this week. Disposal is to upland site.
- h. *Larkspur Ferry Channel* – Dredging is underway. Disposal at SF-11.

Congressional Add ... Is scheduled to complete by end of November. Contractor has had some problems and there is some concern about being able to complete project on time. Estimated volume: 510,000 cubic yards.

- i. *Redwood City Harbor* – Contract awarded on September 12, 2001. Dredging is underway. Schedule to complete by end of December.

Background: Strong Congressional support. Reprogrammed \$1,000,000 to initiate maintenance dredging this fiscal year. Additional reprogramming will be required in FY02 to complete dredging.

- j. *Are now working on 2002 O & M dredging program and will have an update at the next meeting.*

2. DEBRIS REMOVAL

The total tonnage of debris collected on the San Francisco Bay for September was 42 tons. The summer is typically our lightest months. The Raccoon is in the shipyard, but should be out the week of October 22, 2001 and will go back into service.

3. UNDERWAY OR UPCOMING HARBOR IMPROVEMENTS

a. **Oakland 50-ft** – Construction is underway. Corps has awarded the first Construction contract for first demolition and the contractor should start this week. Corps expects to award one more contracts this calendar year for the continuation of the inner harbor turning basin if funding allows. Are still awaiting results of the committee negotiations in Washington DC to find out what kind of construction funding we can expect in FY02

b. **S.F. Rock Removal Feasibility Study** -

Benthic Survey has been completed. Corps has initiated EIS/R process. Oil Spill Model has been awarded and we have the preliminary results for review. The Geotechnical (drilling) Contract was not awarded because of the costs and lack of sufficient fund. Instead, a review papers and other information will be conducted for the Geotechnical information. Actual sampling will be performed if project moves forward.

Risk Assessment methodology (Position Paper) has been approved by Corps Headquarters on 24 April 01. Finished Scope of Work and are trying to contact for Risk Model and to start collecting data to support potential damage assessments.

c. **Avon Turning Basin.**

Status unchanged.

Congress added \$250,000 this FY to prepare a General Reevaluation Report (GRR) and evaluate the feasibility of constructing a Turning Basin at Avon. This Basin is part of the un-constructed Phase III, John F. Baldwin Ship Channel project. To initiate this study the COE has prepared a Study Plan and has submitted a draft 50/50 cost sharing agreement to Contra Costa County, for their consideration. Contra Costa County is negotiating with the users of the two terminals at Avon (Ultramar Diamond Shamrock and Shore Terminals) to obtain funds for their portion of the cost sharing. Anticipate a July initiation of GRR and potential construction of the Turning Basin in FY02, contingent on funding. This is possible because Corps is using existing authority.

4. EMERGENCY DREDGING

- *Suisun Bay Channel* ... Mission Completed ... ESSAYONS.
- *Pinole Shoal Channel* ... Mission Completed ... ESSAYONS.
- *Suisun Bay Channel* ... Requires Emergency Dredging in approximately the same location as last time. See Above.
Mission Completed ... ESSAYONS

5. CORPS' BUDGET

Status unchanged.

6. OTHER WORK

Status unchanged

The San Francisco District and the Sacramento District are looking at a joint feasibility study to deepen the JFB Ship Channel from Avon to Stockton. This would be only 1 or 2 feet. Reconnaissance Study was performed a couple of years ago. Division has given ok to proceed with study. Details of the study still need to be worked out.

HARBOR SAFETY COMMITTEE

UPDATE ON **NO WAKE** SIGNAGE

October 11, 2001

The Ferry Subcommittee, Nancy Pagan, Mik Beatie and Marina Secchitano met September 18, to discuss minimum/no wake signage. It was agreed that the sign should be a diamond saying **SLOW DOWN – MINIMUM WAKE AREA** –yellow with black letters about 10 ft. in various locations along waterfront on face of piers near ferry landings.

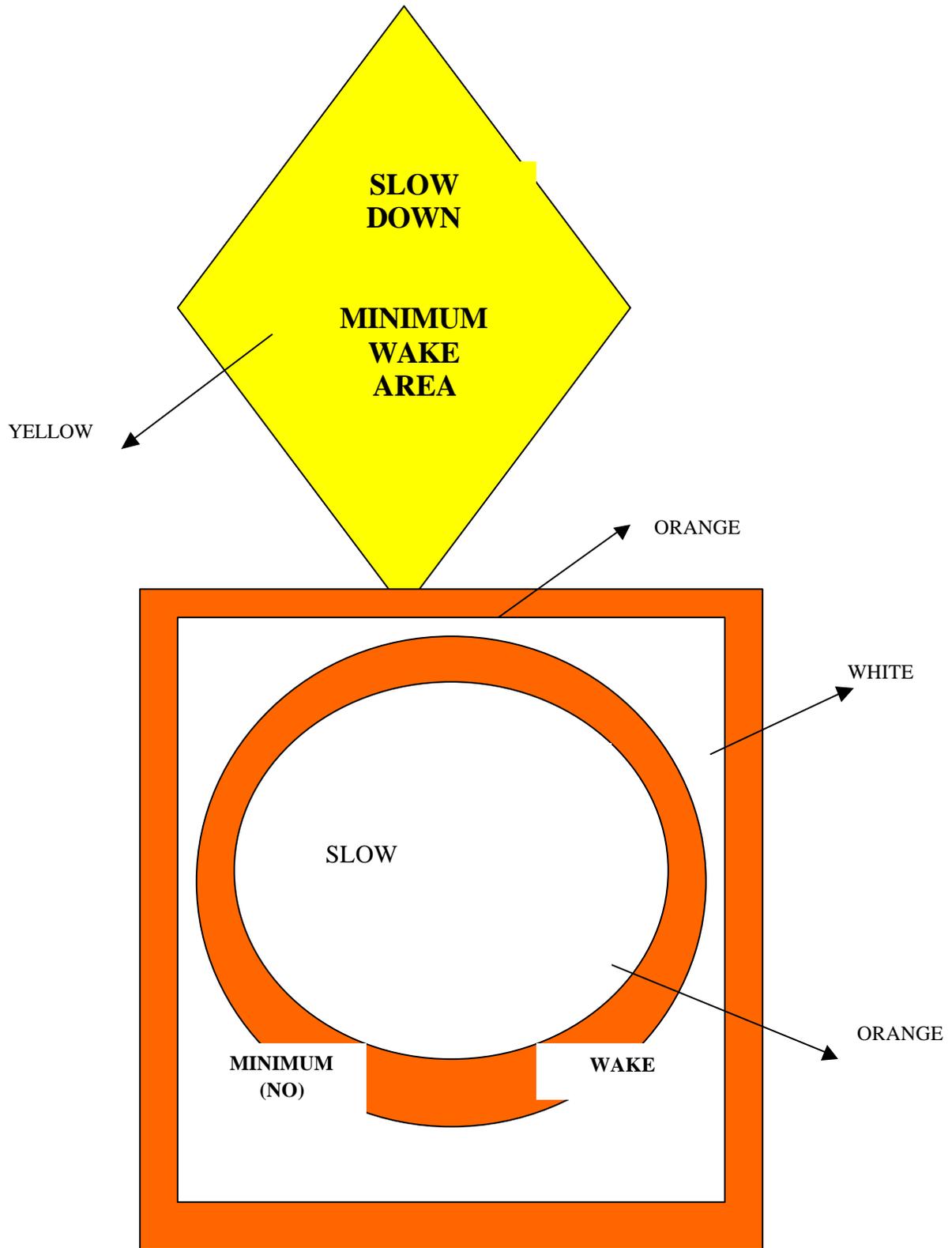
Marina Secchitano attended PTP on September 20, to ask relay the findings of the Ferry Subcommittee and ask them to come up with specifics of size.

PTP felt that the signage should stay with what has already been developed and is recognizable in the industry. The Committee recommended the signage from Uniform State Waterway State Regulatory Marking System. The proper sign would be a square with a circle inside. In the circle would be the words **SLOW**. Below the circle would be the words **MINIMUM / NO WAKE**. The diamond means “danger” and the circle means “controlled area” and thus the circle is more appropriate.

PTP felt the signs should be 8 ft. with large letters to be visible and the colors should be the standard orange and white with black letters.

It was also felt a proposal needs to be developed for approval from the Port Design Review Board, the Port Commission and BCDC.

Additional measures must be taken to get the word out – Notice to Mariners, Latitude 38, Vessel Traffic, Boating associations, Yacht clubs, harbors, and ramps.



San Francisco Bay Region Totals

			2000
Tanker arrivals to San Francisco Bay	73		62
Tank ship movements & escorted barge movements	314		308
Tank ship movements	226	71.97%	232
Escorted tank ship movements	107	34.08%	109
Unescorted tank ship movements	119	37.90%	123
Tank barge movements	88	28.03%	76
Escorted tank barge movements	51	16.24%	42
Unescorted tank barge movements	37	11.78%	34
Percentages above are percent of total tank ship movements & escorted barge movements for each item.			
Escorts reported to OSPR	0		1

Movements by Zone	Zone 1	%	Zone 2	%	Zone 4	%	Zone 6	%	Total	%
Total movements	193		294		0		152		639	
Unescorted movements	100	51.81%	151	51.36%	0	0.00%	75	49.34%	326	51.02%
Tank ships	80	41.45%	116	39.46%	0	0.00%	54	35.53%	250	39.12%
Tank barges	20	10.36%	35	11.90%	0	0.00%	21	13.82%	76	11.89%
Escorted movements	93	48.19%	143	48.64%	0	0.00%	77	50.66%	313	48.98%
Tank ships	68	35.23%	101	34.35%	0	0.00%	47	30.92%	216	33.80%
Tank barges	25	12.95%	42	14.29%	0	0.00%	30	19.74%	97	15.18%

Notes:

1. Information is only noted for zones where escorts are required.
2. All percentages are percent of total movements for the zone.
3. Every movement is counted in each zone transited during the movement.
4. Total movements is the total of all unescorted movements and all escorted movements.

San Francisco Bay Region Totals

			2000
Tanker arrivals to San Francisco Bay	594		656
Tank ship movements & escorted barge movements	2,925		3,140
Tank ship movements	1,980	67.69%	2,245
Escorted tank ship movements	916	31.32%	1,020
Unescorted tank ship movements	1,064	36.38%	1,225
Tank barge movements	945	32.31%	895
Escorted tank barge movements	503	17.20%	463
Unescorted tank barge movements	442	15.11%	432
Percentages above are percent of total tank ship movements & escorted barge movements for each item.			
Escorts reported to OSPR	6		5

Movements by Zone	Zone 1	%	Zone 2	%	Zone 4	%	Zone 6	%	Total	%
Total movements	1,668		2,760		1		1,347		5,776	
Unescorted movements	836	50.12%	1,413	51.20%	1	100.00%	693	51.45%	2,943	50.95%
Tank ships	648	38.85%	1,034	37.46%	1	100.00%	454	33.70%	2,137	37.00%
Tank barges	188	11.27%	379	13.73%	0	0.00%	239	17.74%	806	13.95%
Escorted movements	832	49.88%	1,347	48.80%	0	0.00%	654	48.55%	2,833	49.05%
Tank ships	562	33.69%	880	31.88%	0	0.00%	394	29.25%	1,836	31.79%
Tank barges	270	16.19%	467	16.92%	0	0.00%	260	19.30%	997	17.26%

Notes:

1. Information is only noted for zones where escorts are required.
2. All percentages are percent of total movements for the zone.
3. Every movement is counted in each zone transited during the movement.
4. Total movements is the total of all unescorted movements and all escorted movements.