

MINUTES

HARBOR SAFETY COMMITTEE OF THE SAN FRANCISCO BAY REGION

10:00 a.m., Thursday, November 13, 1997

Port of San Francisco, Ferry Building, Room 3100, San Francisco, CA

The public meeting was called to order at 10:10 a.m. by **J. Lundstrom**, Acting Chair. The following committee members or alternates were in attendance: **Ronald Kennedy**, Port of Richmond; **Margo Brown**, National Boating Federation; **Stuart McRobbie**, SeaRiver Maritime; **Geoff Landon** (alternate for Maurice Croce), Chevron Shipping Co.; **John Gosling**, Matson Navigation; **Scott Merritt**, Foss Maritime; **Mary McMillan**, Westar Marine Services; **Joan Lundstrom**, San Francisco Bay Conservation and Development Commission; **Charlie Mitchell**, Port of San Francisco; and **Roger Peters**, Member at Large; U. S. Coast Guard representatives, **Cmdr. Rob Lorigan** (MSO) and **Lt. Cmdr. Tim Mar**; and OSPR representative, **Barbara Foster**. Also in attendance, more than twenty representatives of the interested public.

The Chair, **J. Lundstrom**, welcomed those in attendance. Noting that committee member attendance was one short of a quorum, she advised that approval of the minutes of the previous meeting would be postponed until a quorum was reached or failing that, until the next meeting. There will probably be no December meeting.

COAST GUARD COTP'S REPORT, Cmdr Rob Lorigan. Capt. Henderson is away in connection with the oil spill response effort in Humbolt Bay. He will report in detail on that incident in detail at the next meeting. A written report of port operations statistics for pollution response and significant port safety events for the period 10-1-97 to 10-31-97 is made a part of these minutes. (1) The vegetable oil spill in Monterey Bay is still under investigation. No source has been identified. (2) The Chair, with the concurrence of the committee, requested a USCG presentation on the costs of Monterey and Humbolt clean-up and response efforts at a future HSC meeting.

A quorum is reached with the arrival of a ninth HSC member. **S. McRobbie** noted a correction to the minutes of the September meeting regarding the position attributed to **R. Smith** on p. 5. **R. Smith** advises that the record should reflect that he would be in favor of the Bridge and Small Vessel Sub-Committee reviewing the appropriateness of considering the Vallejo ferry dock issue. MOTION by **M. Brown**, seconded by **G. Landon** "to approve the minutes of the previous meeting as corrected.." Motion passed without objection.

CLEARINGHOUSE REPORT, A. Steinbrugge. (1) Statistics for the month of October and year-to-date are made a part of these minutes. (2) There were four occasions during the two month period since the last where a tanker or barge that was not required to have an escort did not check in with the Clearing House. In a fifth instance, the vessel checked in two hours in advance of transit—law requires a call one hour in advance, making this transit technically in violation. Since the beginning of the year, there have been 25 reported violations.

OSPR REPORT, Barbara Foster. (1) Bud Leland was unable to attend due to his work on the PORTS contract and participation in the Humbolt spill response. (2) The terms of SF HSC members are expiring in December. OSPR will be noticing the positions to all those on the MX mailing list for HSC information. OSPR will accept applications for all positions and Pete Bontadelli will make final decisions. Serving members who seek re-appointment should submit a new application, resume not required. The existing members of the HSC will continue to work until any new appointments, if any, are made. Kenneth Graham, former Chair of the LA/LB HSC noted that, except for one seat, no changes were made in the membership of the LA/LB HSC where serving members chose to remain on the committee. Because of a number of mid-term transitions, there was no mass expiration of terms in LA/LB. The one change was a rotation for the fishing and recreational boating representative, from fishing interests to a representative of recreational boating interests. **J. Lundstrom** noted the need for continuity and timely decisions from the Administrator.

J. Lundstrom recapped the El Nino Conference, a full day workshop held in Oakland and attended by 200 people. The keynote speaker from USGS emphasized probabilities and stated that the biggest impact would be the Delta region, with huge fresh water flows. The US Army COE representative reported that the entire levee system of the Delta is precarious. The federal government only maintains and repairs federal levees and those up to federal standards. **David McKinnie**, NOS, reported that the heavy rainy season will probably begin in mid-December. During recent spring tides NOS observed, through PORTS, that there were several 7' tides where 6.5' tides were predicted. This could be compounded by heavy rains and winds due to warming. **Lt. Cmdr. Mark Dix** addressed the condition of the levee system and the need to track mooring lines. He suggested the possibility of a private vessel inspection program to monitor mooring lines. Other concerns are debris and the effects of high waters on marinas. USCG focuses on commercial vessels and Boating Safety on recreational boats. Representatives of the USCG will be meeting with representatives of OES, NOAA, the pilots, Ports of Stockton and Sacramento and the COE in early December to look and projections and plans. Anyone wanting a copy of the workshop proceedings should contact **J. Lundstrom**.

PORTS STEERING COMMITTEE, A. Steinbrugge for the MX. (1) The hand-off from NOS to the MX occurred since the last HSC meeting. All instruments have been up and running for a few weeks. All instruments are showing on the web site. Redwood City and outbound SF sensors are being programmed into the voice system this morning. In response to an inquiry, **A. Steinbrugge** reported that the MX is comfortable with the number of spare parts on hand and projected response time in connection with possible El Nino effects. The only problem in terms of repairs would be the current profilers. There is one spare available for each, but in the event of extreme currents, repairs might have to be forestalled. The Chair suggested that **Dave McKinnie** of NOS be invited to the January HSC meeting to respond to questions regarding reliability of the

system. While the hand-off to the MX has taken place, NOS retains a role as guarantor of the reliability of the system. (2) **J. Lundstrom** reported on behalf of the PORTS Ad Hoc Committee. The committee met in October and reviewed their charge to report back to the Administrator at the end of 1999 on who benefits from PORTS and whether the system should be carried forward after the demonstration period. It was agreed to contract a private contractor during the 1998 calendar year to identify users, benefits and make an assessment. An Evaluation Sub-Committee, chaired by **Bud Leland**, was appointed to prepare a scope of work and put out a notice. Contractors' bids are due by the end of November. The sub-committee will make a recommendation to the full Ad Hoc Committee at its December 17th, 10:00 a.m. meeting at the Port of Oakland. See **J. Lundstrom** to get on the committee mailing list. All meetings are public.

UNDERWATER ROCKS SUB-COMMITTEE, J. Lundstrom. The COE will be able to begin the reconnaissance study soon. The process is expected to take nine to 12 months. Divers will determine the hardness and extent of the rock formations and recommendations will be developed regarding best methods for removal.

UNFINISHED BUSINESS: None.

NEW BUSINESS. None.

There will be no December meeting at the concurrence of the HSC membership. The next meeting is scheduled for 1-8-98 at 10:00 a.m. the Port of Oakland, subject to confirmation with the port. Items for inclusion on the agenda should be submitted to Chair, **A. Thomas**.

MOTION to adjourn by **M. McMillan**, seconded by **R. Peters**. Meeting adjourned without objection at 11:05.

Submitted by:



T. Hunter
Executive Secretary

USCG MARINE SAFETY OFFICE SAN FRANCISCO BAY
PORT OPERATIONS STATISTICS
FOR 01 to 31 OCTOBER 1997

PORT SAFETY:

1. Total Port Safety cases open for period:	24
2. SOLAS Interventions:	2
3. Number of vessels requesting/granted Letters of Deviation to enter Bay:	2/2
Cases include: Inop Radar (1)	
Inop Speed Log (1)	
4. Propulsion/Steering Casualties:	3/0
5. Allisions:	1
6. Groundings:	0

POLLUTION RESPONSE:

	MSO	MSD	TOTAL
1. Total reported/investigated pollution incidents within MSO SFB AOR:	18	3	21
Civil Penalty Action	4	2	6
Spill, No Source	2	0	2
Spill, No Action Taken	7	0	7
No Spill, Potential Only	1	1	2
No Spill, Unconfirmed Report	4	0	4
EPA Zone Reports	0	0	0
2. Discharges of Oil from:			
Deep Draft Vessels	0	0	0
Oil Transfer Facilities	0	1	1
Military Vessels/Facilities	0	0	0
3. Federalized Cleanups	1	0	1
4. Non-Federal Cleanups	5	2	7
5. Hazardous Material Releases	0	0	0
6. Cases requiring polreps	0	0	0
7. Tickets Issued	2	1	3

SIGNIFICANT CASES

LOSS OF POWER:

06OCT97 The Ferry Vessel SONOMA lost propulsion in the starboard engine due to turbo charger failure while at the Larkspur Ferry Terminal Dock. No passengers on board at time of casualty. Golden Gate Ferry Service arranged for repairs. Duty Inspector attended vessel and confirmed repairs had been made.

21OCT97 The M/V KOROSTEN lost propulsion while outbound in the Sacramento Deep Water Channel. Vessel was directed to Anchorage 23. COTP order was issued requiring vessel to remain in anchorage, to provide class society report and to maintain a pilot on board. Vessel's appeal of COTP order was denied by D11(m). Class society and MSO Inspector attended and cleared vessel. COTP Order issued requiring M/V KOROSTEN have tug escort while departing. Vessel departed SF Bay and COTP Orders were rescinded.

22OCT97 The Tug MASTER lost propulsion in the port engine 7.5 miles off Pillar Point while towing the oil barge JOVALON to Chevron Long Wharf. The tug ORION escorted tug MASTER to PT Bonita and the barge JOVALON to Chevron RLW.

OIL SPILL RESPONSE:

04OCT97 MSO received notification of debris/ fuel tanks & lube oil containers washing up on a beach in Pacifica. The debris was coming from the S/V Low Bid, which sank and broke apart 7nm west of the Golden Gate Bridge on 02OCT97. The owner hired Parker Diving Services to retrieve one fuel tank from the beach, the surf caught a hold of the other fuel tank and washed it out to sea. Coast Guard investigators retrieved the lube oil containers from the beach and Parker Diving Services retrieved the lube oil. There was a small discharge from the containers on the beach which was not feasible for cleanup.

24OCT97 MSO received notification of a large amount of dead birds on Sunset Beach in Monterey. Pollution investigators responded and confirmed the report of dead birds and globules of a clear, thick, viscous liquid of an unknown amount and type on the beach. USCG, California Fish & Game (OSPR) and other agencies stood up a Unified Command System to coordinate the investigation of the cause, source and type of material, and to cleanup and tracking of the material in the water and on adjacent beaches. The Coast Guard Marine Safety Lab confirmed that the material was a vegetable oil/animal fat. The spill was determined not feasible for cleanup because of the non-hazardous properties of the material and that it was too viscous to be cleaned up by a skimmer. MSO and California Fish & Game are still investigating the cause of the spill.