

**Minutes  
HARBOR SAFETY COMMITTEE  
Of the 1San Francisco Bay Region  
9:30 a.m., Thursday, December 10, 1992  
Marina Bay Boathouse, 2580 Spinnaker Way, Richmond, CA.**

1. The meeting was called to order by Chairman, A. Thomas, at 9:30. The Following committee members or alternates were in attendance: David Adams, Port of Oakland; Dennis Arnett, Chevron Shipping Co.; Jim Faber, Port of Richmond; Alexander Krygsman, Port of Stockton; Dwight Koops, Exxon Shipping Co.; Joan Lundstrom, Bay Conservation and Development Commission; James Macaulay, Crowley Marine Services; Mary McMillan, Westar Marine Services; Charles Mitchell, Port of San Francisco; Ann Notthoff, Natural Resources Defense Council, Tom Rose, Navy Pilot; Capt. Arthur Thomas, San Francisco Bar Pilots and federal government representatives, Cmdr. Pete Dolan and Chief Attaway, U.S. Coast Guard. Also in attendance from OSPR, Roger Dunstan, Bud Leland, and Dale Wong, and a number of attendees from the general public.
2. J. Lundstrom noted that a quorum was present.
3. Due to an injury to Fran Black, J. Faber made a motion to delay the review of the meeting minutes of 11-12-92 until the next meeting.. Seconded by J. Lundstrom.
4. A. Thomas appreciated so many people coming to the meeting considering the bad weather. There has not been such severe weather in the last six years. This may lead to voluntary compliance by the pilots, etc. because it's becoming a normal winter. A. Thomas also noted that Capt. Hand was the temporary port agent for the Bar Pilots while Capt. Buttner is in Somalia helping to set up the port at Mogudishu for the armed forces.
5. U.S. COAST GUARD REPORT. Chief Attaway reported that because of the Oakland fire there is some nickel and chrome in the water. There are also trace metal run off from the roads. Also several small boats sank. There are thirty-five violations this month that they are dealing with. The Water Ways Area Management Plan goes to print next week, but it is a Coast Guard document so we may have to wait for the district to okay its distribution.
6. DEPARTMENT OF FISH AND GAME REPORT. R. Dunstan in reviewing the regulatory process said that from this point on, if regulations are sent to OSPR then two things can happen. 1. We (OSPR) can request emergency implementation and we could have the rules enacted in about three of four weeks and then have public hearings, or 2. take the regular route and have the public hearings before the rules are enacted. He noted that OSPR would ask for voluntary compliance right away.
7. R. Dunstan then turned the floor over to warden Dale Wong. D. Wong reported that most spills in the area were under 42 gallons. When the weather changes there tends to be more spills. They still do not know where the fresh petroleum in the Seabreeze Marina is coming from. It happened before, same situation, same amount. They believe they have taken out approximately 2000 gallons of petroleum from storm drains and they still do not know where it came from. There have been small spills in Oakland and the most recent in San Francisco.
8. A. Notthoff asked who notifies them of the spills? D. Wong answered that the reporting parties are usually the spillers themselves or concerned citizens. D. Adams also noted a problem with fresh diesel when the rain comes. They have a station vacuum truck always working.
9. PLAN. A. Notthoff said they had received generally positive responses, but more work is needed on implementation, finance, and maintenance. A. Thomas said it was okay for OSPR to have a joint meeting at the next regularly scheduled meeting with a public hearing on the Plan. January 14, 1993.
10. M. Goebel asked if there are still ways to make changes with the document, because there are clearly errors in the Plan; inaccuracies, numerical typographical errors in ship sizes, which was compiled by the Marine Exchange, etc. A. Steinbrugge noted that the source of the information on the ship's sizes was from Lloyds Register of Shipping.
11. A. Notthoff asked if interested parties should continue to give their comments to her or should they be given directly to OSPR? R. Dunstan answer that they should be given directly to OSPR, to Bud Leland's attention and a copy will be sent to A. Notthoff.

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

**December 10, 1992**

12. Bridge Subcommittee. D. Koops reported Caltrans have been extremely helpful about racons. On the other hand the Golden Gate Bridge Association says that industry should pay for it. J. Lundstrom said that the Golden Gate Bridge district is a separate district and isn't doing anything because it hasn't been hit since it was constructed. The Bridge district believes it can not be justified from an engineering point of view but they are systematically retrofitting the Bridge anyway. It would cost too much to put in the added navigational aid. The Golden Gate Bridge district has asked the Coast Guard to evaluate this. It is a very narrow span with heavy traffic and 1/3 of that traffic is petroleum. It would cost them less for the navigational aid then to fix their bumper system if it were hit. D. Koops noted that we just have to push on. A. Thomas stated that they may not have been hit, but the most serious spill happened underneath the Golden Gate Bridge. If there had been a racon there it would have prevented the spill, which resulted in OPA '74, '78, '90. They should understand that they would be saving a lot more money all around

13. J. Lundstrom noted that she was recently elected mayor of Larkspur.

14. TUG ESCORT. J. Faber reported that they had had two meetings. Comments from the meetings suggest these are the final draft permanent guidelines. He thanked everyone who assisted in the process and he thinks it's a good document.

15. Chief Attaway voiced that he had problems with the Allan formula. He believes that tugs will provide less static pull at 6kts than what the tug showed in its rating test. Instead of the static bollard pull in the Allan formula the expression should be used to allow for the very rapid drop in actual line pull with increasing speed. J. Faber asked P. Moloney to respond. P. Moloney explained that he worked with the formula by breaking it up into parts. Chief Attaway noted that there would be a lot less line pull at 6 kts. D. Koops said everyone should remember that speed limitations are very important. A. Thomas likened it to the highway, speed kills.

16. A. Notthoff noted that the committee had made progress but was not there yet. She also noted that the "good stuff" is in the preamble to the Plan. She would like to implement the preamble into the latest guidelines.

17. J. Faber also noted that the exemption for double hull tankers was left out of the Plan. Referring to the interim guidelines, R. Dunstan explained that trying to improve on the guidelines now would only slow the process. J. Faber asked, if adopted by the committee? Dunstan said yes. A. Thomas asked if they would be slowed if the committee changed zones 1 & 2? R. Dunstan stated that these concerns were coming very late in the process.

18. D. Arnett stated that, not to take away from any of the hard work of the committee, Chevron thinks that to remove the double hull exemption from the guidelines is wrong. It has not been shown that tugs can stop a spill of a double hull tanker. He said Chevron was willing to undertake a study of their Chevron Colorado class double hulled tankers to determine at what speeds, what type of damage would occur hitting different objects. He requested a hold on the guidelines until the double hulled tankers are studied.

19. J. Macaulay suggested that the interim guidelines go forward without changes, in the interest of safety. There are still some controversial issues and it could drag on and on. A. Thomas agreed that we need to get them going. The full committee should send them on, and ask that the administrator make changes to zones 1 & 2 and the double hulled tankers. A. Notthoff said that zone 1 & 2 are not in the same category as the double hulled tankers. The zones are in the document, but the double hulled is not. If they sent it on they would be saying yes to the double hulled issue. R. Dunstan said that if an issue would only take an hour or so to deal with the administrator would look into it, otherwise they can't. A. Thomas requested that R. Dunstan ask P. Bontadelli to change the language of zone 1 if it can be done quickly and without much delay because the whole committee was in agreement on the issue.

20. J. Lundstrom asked R. Dunstan for dates or a time line on what would happen next. R. Dunstan explained that the interim guidelines would be recommended to the administrator. If Emergency regulations are requested and agreed upon it would take approx. 120 days (mid April), if not accepted it would go through the regular process which would mean public comments which would take until mid May. J. Macaulay asked if the time could be extended even further. R. Dunstan replied yes. A. Thomas noted that "emergency" does not really mean fast. R.

**Harbor Safety Committee of the San Francisco Bay Region**  
**December 10, 1992**

Dunstan said that if they took a prepared package to the department of law and if was okayed for Jan. 1 there would be simultaneous public hearings. With both scenarios you get to the same place. They get public comments.

21. A. Notthoff suggests they vote for it to move ahead, not because it's perfect, but because they should go forward. A. Notthoff made a motion to send the regulations back to OSPR. J. Faber added that it should include the zone changes if it can be done expeditiously. The motion was seconded by J. Lundstrom. J. Macaulay proposed to amend it further recommending the emergency regulations.

22. It was asked how the regulations would be enforced. A. Thomas stated that there would be a 10 to 20 days of voluntary compliance before enforcement. A. Thomas asked if the Marine Exchange was ready to do the bollard pull tests? A. Steinbrugger answered yes. It was asked how many tugs a day could be tested? A. Steinbrugger approximated about 4 a day. J. Faber asked if the Marine Exchange was making arrangements for scheduling tests and have the applications gone out. A. Steinbrugger answered no. A. Thomas noted that applications will be sent if these regulations are sent to OSPR. A. Thomas asked if the tugs will be all tested by the time the regulations are put into emergency status and voluntary compliance has been asked for. A. Steinbrugger said that he was not able to answer that, but that the testing could be done in a three week period of time. B. Clinton wanted to name a date in the language. R. Dunstan said they could live with Jan. 10. January 10, 1993 was agreed upon by the committee.

23. The committee then voted on A. Notthoff's motion with J. Faber and J. Macaulay's amendments and the date of January 10, 1992. The vote was 9 for, Ann Notthoff against.

24. D. Adams asked if the Marine Exchange would notify applicants. A. Steinbrugger replied the multi-page forms with sign-up sheets will be sent. When asked by J. Faber if this package would include hold harmless agreements A. Steinbrugger answered yes.

25. PILOTAGE. J. Lundstrom motioned that they delay A. Krygsman's report on pilotage until the next meeting because none of the other committee members had received copies of the report so they could not discuss it. A. Krygsman withdrew his report. A. Notthoff asked if this was the final report? A. Krygsman said the committee still has things to discuss. They are waiting for the administrator's description of pilotage.

26. A. Notthoff strongly suggested that people interested in pilotage should attend a meeting December 15 at the Ferry Building, North wing, 10 a.m. .

27. UNFINISHED BUSINESS. None.

28. NEW BUSINESS. D. Koops noted they were having trouble dealing with large Navy helicopters using tankers as practice objects to maneuver around for their mine clearance training (dragging a sled). They are only 75 yards away which is very dangerous. He urged that the Navy conduct their activities below anchorage 14. A. Notthoff suggested putting something on the pier or writing a letter. P. Dolan said that as of Tuesday there was a court order for the helicopters to stay at least 500 yards away. A. Thomas said that there had already been a 500 yard limit which has continually been violated. P. Dolan went on to say that they try to train the pilots by taking them to VTS but they are dealing with many individuals. T. Rose said he would make a point to look into it. D. Koops noted that he tried going through proper channels with absolutely no luck. A. Notthoff added that this sort of thing is exactly what the Harbor Safety Committee is for.

29. NEXT MEETING. Port of Oakland, Board room, 9:30, January 14, 1993.

30. J. Macaulay made a motion to adjourn the meeting, it was seconded by D. Koops. Meeting was adjourned at 11:35 a.m..

Respectfully submitted,

*Terry Hunter*

**Terry Hunter**  
**Executive Secretary**

