

MINUTES

HARBOR SAFETY COMMITTEE OF THE SAN FRANCISCO BAY REGION

10:00 a.m., Thursday, December 12, 1996

Harbor Master's Office, Port of Richmond, 1340 Marina Way South, Richmond, CA

1. The public meeting was canceled for lack of a quorum by A. Thomas, Chair at 10:20. The following committee members or alternates were in attendance: Geoff Landon (alternate for Maurice Croce), Chevron Shipping Company; Rich Smith (alternate for Stuart McRobbie, who was present but not as yet confirmed by the Administrator), SeaRiver Maritime; Mary McMillan, Westar Marine Services; Arthur Thomas, San Francisco Bar Pilots; Joan Lundstrom, San Francisco Bay Conservation and Development Commission; and Roger Peters, Member at Large; U. S. Coast Guard representatives, Lt. Cmdr. Rob Lorrigan (MSO) and Cmdr. Dennis Sobek (VTS); U. S. Navy Representative Robert Mattson; and OSPR representatives, Bud Leland and Marian Ashe. Also in attendance, more than twenty representatives of the interested public.
2. The Chair thanked those in attendance for coming and announced that, while no action could be taken by the HSC for lack of a quorum, the meeting could proceed on an informational basis.
3. The minutes of the previous meeting were received for consideration in the event a quorum is reached this day or they will be presented for acceptance at the next scheduled meeting.
4. The Chair introduced the newly elected President/Port Agent of the San Francisco Bar Pilots, Captain Russell Nyborg.
5. A. Thomas reported on the week-long meeting of the International Maritime Organization's Maritime Safety Committee, held in London the first week of December, where he represented the membership of the International Maritime Pilots Association. There reports were received from the Marine Environmental Protection Committee and the Marine Safety Committee. The Administrator of OSPR, Pete Bontadelli, holds a seat on MEPC, which gives the State of California representation on an international level. On the MSC, ARCO represents the U. S., along with representatives of the USCG, maritime unions and the State Department. Two issues addressed at this meeting are of concern to the Bay Area. (a) Automatic Ship Identification Programs. Two proposals were received. The first, from Canada, would use VHF radio. The second would use broadcast channels. Both proposals were shot down. The first proposal could be implemented quickly because all ships are required to have VHF radios. The IMO Navigational Sub-Committee of the Marine Safety Committee had proposed implementing an identification program using VHF radios and then phasing in the elements of the second proposal and phasing out the first (VHF radio). While San Francisco currently has the best VTS system in the world, a program for ship identification would have significantly improved safety in other areas. (b) Intertanko, an organization of oil companies, commissioned a study of U. S. ports in late 1995/early 1996. The resultant "discussion paper", *U. S. Port and Terminal Safety Study*, was issued in September, 1996. This document has publicized purported shortcomings of U. S. ports and terminals, aiming criticism at the port authorities that operate oil terminals and the companies that operate docks. The Chair stated his personal opinion, and what he believes to be the opinion of the group represented at this meeting, that the ports of the U. S. are very safe. This port has proven its safety record over the years and that safety record has improved through the efforts of this

Harbor Safety Committee and the Marine Exchange Harbor Safety Committee. The Chair will put the issue of this report on the agenda for future committee attention. Duplicate copies of the report will be available upon request from the Marine Exchange.

6. COAST GUARD COTP'S REPORT, Cmdr. Rob Lorrigan, Chief of Port Operations, MSO. (1) Written reports of pollution statistics and significant port safety events for the period 11-1-96 through 11-30-96 are made a part of these minutes. There were five SOLAS interventions during this period. (2) The incident involving the CAPE MOHICAN oil spill has passed through the clean-up phase and into the litigation phase. (3) R. Lorrigan introduced Lt. Cmdr. Mark Dix, Port Safety Branch Chief, to make a presentation on the reconfiguration of Anchorage 14. M. Dix began by noting that this reconfiguration or reorientation of the explosives anchorage (14), to reduce crowding in Anchorage 9, has been a year and a half in the making. The resultant proposal gives significant benefits with minimal impact. The necessary Notice of Proposed Rule Making is ready for signature by the Admiral, before entering the federally required comment period. An application for categorical exclusion from requirements for an environmental impact study was made based upon the fact that the proposal would have no environmental impact. M. Dix made a slide presentation demonstrating the reconfiguration of Anchorage 14, moving it more to the south to get it into deeper water. The charted water depth in the existing Anchorage 14 will not allow for a 40' vessel. In addition, weather conditions can cause a vessel to swing on its anchor. James Shanower, San Francisco Bar Pilots, noted that he participated on a committee that recommended the removal of Anchorage 12 and the expansion of Anchorage 14 in that direction. D. Sobeck stated that the anchorages in question were established during WWII when 400'-500' vessels were transiting the bay. Larger vessels have created a need for a larger designated area for explosives anchorage to maintain safety levels, as determined by explosive arcs. J. Shanower added that it has been 20-30 years since the area in question has been surveyed. R. Lorrigan responded that MSO has addressed the need for updated surveys and they will be conducted. (4) A. Thomas asked the current status of federal underkeel clearance regulations. R. Lorrigan responded that they are on hold for a sixty-day comment period, in order to establish policy standards in response to industry concerns.

7. CLEARINGHOUSE REPORT, T. Hunter. (1) Statistical reports for the month of November and year-to-date are made a part of these minutes. (2) There was one occasion to report regulated transits, involving a tug and barge, that did not check in with the Clearing House. (3) Effective 1-1-97, all tankers will be regulated. The Clearing House report will then refer to whether or not an escort is required.

8. OSPR REPORT, B. Leland. (1) Pete Bontadelli is in an ASTM Tank Vessel Group meeting in New Orleans, where he will look to conformance between federal and California regulations. (2) OSPR and the San Francisco Bar Pilots are working together on implementation issues regarding the tug escort regulations which become effective 1-1-97.

9. PORTS SUB-COMMITTEE, A. Thomas reported on behalf of unavailable committee members. (1) The full support of the HSC for the operation and maintenance of PORTS is restated here. (2) The sensors that were down last month are back in service. (3) NOAA indicates that the installation that will be placed here on a permanent basis will meet NOAA's and NOS' concerns that top quality equipment and wiring be used. T. Hunter added that it is NOS' position that new equipment was not

promised for the demonstration project, but the equipment for the permanent installation will be new. Patrick Moloney, California State Pilot Commission, reported that Capt. Tom Richards spoke at a meeting of the Oakland Maritime Commerce Commission, an effect way of getting the information on PORTS to a wider user group.

10. **LONG RANGE PLANNING**, J. Lundstrom. The Chair congratulated J. Lundstrom on her recent election as Mayor of Larkspur. The 11-21-96 memo from J. Lundstrom, Chair of the Harbor Safety Plan Sub-Committee, to the HSC addressing issues of possible future focus, is made a part of these minutes. (1) Tug Escort. At the 9-96 meeting the HSC agreed that a sub-committee, including the COTP, should be appointed to address navigational maneuvers that are specific to the bay. The Chair of the HSC will appoint a Navigational Practices Sub-Committee. (2) Revision of Offshore Approach Lanes to San Francisco Bay. The consensus of the HSC at the 9-96 meeting was that the committee receive more information about this issue and be part of the reviews of the traffic separation scheme and offshore routing that are being conducted by the USCG and OSPR. R. Lorrigan reported that the 10-25-96 *Federal Register* includes a notice of report from the 11th Coast Guard District on vessel routing for the Santa Barbara and San Francisco areas. The proposal would result in a reorientation of the southern route, swinging it out a couple of degrees. R. Lorrigan will contact Cmdr. Chip Sharpe for a report on the issue. He will also distribute a copy of the *Federal Register* issue of 10-25-96 to the MX and SFBP. R. Peters asked B. Leland if OSPR has recommended changing the configuration of the approach lanes to SF. B. Leland responded that the *Coastal Protection Review*, issued by OSPR, took no position on the issue and is still looking at it. P. Bontadelli is currently working with Washington, D. C. regarding jurisdictional and international issues. R. Peters noted that the Center for Marine Conservation is the prime advocate of the dog-leg configuration and perhaps should be asked to make a presentation to the HSC. P. Moloney noted that there was significant opposition to the proposal at a public meeting held in Sausalito to consider it. J. Lundstrom suggested that the issue of offshore approach lanes to SF Bay be put on the agenda for January or February.

(3) Vessel Traffic Service. There should be further discussion of a possible public/private partnership like the one in LA/LB VTIS. If there are changes to the local system as a result of the current discussions on the federal level, this HSC should be part of the review and development. The Chair indicated that he will assign the issue to the re-activated standing VTS Sub-Committee of the HSC, chaired by M. Croce. (4) Small Boat Traffic. Statistics regarding vessel/small boat incidents covering a five-year period are now available. This information should be analyzed to look for clustering of events and areas to target as well as the development of an educational project. It is suggested that the HSC Bridge Management/Small Boat Sub-Committee might take on this task. (5) Bridge Management. There have been on-going problems with the SP Bridge, as evidenced by a recent incident where the bridge was being closed as a vessel approached. Perhaps the HSC can help the USCG and SFBP by putting pressure on SP. This effort may be complicated by the recent railroad merger. The issue of the management of the SP Bridge will be referred to the Bridge Management/Small Boat Sub-Committee. (6) *SF Bay Seaport Plan*. With the closure of military bases in the Bay Area, navigational patterns and uses will change. The Bay Conservation and Development Commission and the Metropolitan Transportation Commission have developed the *San Francisco Bay Seaport Plan* to cargo forecast for the purpose of on-shore planning of land use and infrastructure. R. Mattson reported that the former Naval Supply Station will provide enlarged rail service under the Oakland Port Authority and APL will build five new berths. The City and Port of

Oakland are in discussion regarding proposed uses. On the Alameda side, 250 acres have been set aside for possible future use. The City of Alameda is not geared for growth. A bridge, high enough to allow vessel passage, would be needed for increased truck traffic and there are no rail connections in Alameda. It was agreed to receive a presentation on the *SF Bay Seaport Plan* in the coming year.

11. J. Lundstrom asked if any other committee members had issues to add. (7) Wickland Oil is in the Environmental Impact Report stage of development of an offshore facility. (8) J. Gosling stated that the USCG and IMO have recognized that human error plays the major role in accidents. The USCG has a "Prevention through People" program and IMO is looking at the human element through focus on crew training and fatigue research. Most of the new work being done around the world focuses on people issues and the HSC should also be looking at these issues. A. Thomas added that, while he and R. Nyborg were attending the national pilot meeting in November, they heard a presentation by the V. Chair of NTSB, addressing the human element, and one by Vincent Cantwell regarding fatigue. Perhaps these men could be asked to address the HSC. In addition, State Lands is funding research on human factors at UC. A. Thomas stated that, with the tug escort regulations on-line, this HSC should focus on the human element.

12. R. Smith announced that the Underwater Rocks Sub-Committee will meet at 10:00 on 1-22-97 at the Pier 9 Pilot Station. J. Lundstrom reported that Geoff Chatfield, Project Engineer, U. S. Army COE, requested the meeting to discuss potential funding or sponsors for lowering the rocks. In addition, Congressman George Miller's office has expressed an interest. D. Sobeck and J. Shanower have prepared a preliminary report on the rocks as a navigational hazard. The COE study will look at the composition of the rocks, options for removing them and cost estimates, at an estimated cost for the study of \$150,000. The study is expected out in July, 1997.

13. R. Mattson announced that this will be his last meeting as Navy representative to the HSC. With the Navy leaving the Bay Area, effective 12-31-96, all coordination will be through San Diego headquarters. The CARL VINCENT will leave Alameda as home port in mid-January. The Concord Naval Weapons Station will be the only naval presence in the Bay Area. FISC will go to the City/Port of Oakland and Treasure Island to the City of San Francisco. The Chair thanked R. Mattson for his representation at HSC meetings and asked if he would pass on to San Diego that the work of this committee is important and the Navy should be represented through the Coast Guard or some other source.

14. The next meeting is scheduled for 10:00 on 1-9-97, at the Port of Oakland.

15. Meeting concluded at 11:45.

Notes provided by:



Terry Hunter
Executive Secretary

San Francisco Bay Clearinghouse Report For 1996

San Francisco Bay Region Totals

Tanker arrivals to San Francisco Bay	765
Tank ship movements & escorted barge movements	3,303
Tank ship movements	2,762
Escorted tank ship movements	1,380
Escorted barge movements	541
Unregulated tank ship movements	1,382

41.78%
16.38%
41.84%

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)	1,854		3,114		0		1,660		6,628	
Unregulated tank ships	758	40.88%	1,338	42.97%	0	0.00%	579	34.88%	2,675	40.36%
Escorted movements	1,096	59.12%	1,776	57.03%	0	0.00%	1,081	65.12%	3,953	59.64%
Escorted tank ships	797	42.99%	1,310	42.07%	0	0.00%	706	42.53%	2,813	42.44%
Escorted barges	299	16.13%	466	14.96%	0	0.00%	375	22.59%	1,140	17.20%

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 November 1996

San Francisco Bay Region Totals

Tanker arrivals to San Francisco Bay	60
Tank ship movements & escorted barge movements	257
Tank ship movements	217
Escorted tank ship movements	115
Escorted barge movements	40
Unregulated tank ship movements	102

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)	147		244		0		116		507	
Unregulated tank ships	52	35.37%	98	40.16%	0	0.00%	37	31.90%	187	36.88%
Escorted movements	95	64.63%	146	59.84%	0	0.00%	79	68.10%	320	63.12%
Escorted tank ships	66	44.90%	109	44.67%	0	0.00%	56	48.28%	231	45.56%
Escorted barges	29	19.73%	37	15.16%	0	0.00%	23	19.83%	89	17.55%

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.
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POLLUTION STATISTICS

FOR PERIOD 01NOV96 - 30NOV96

	MSO	MSD	TOTAL
1.) Total reported/investigated pollution incidents within MSO SF BAY AOR:	<u>29</u>	<u>6</u>	<u>35</u>
Civil Penalty Action	<u>9</u>	<u>2</u>	<u>11</u>
Spill, No Source	<u>7</u>	<u>1</u>	<u>8</u>
Spill, No Action Taken	<u>3</u>	<u>0</u>	<u>3</u>
No Spill, Potential Only	<u>1</u>	<u>1</u>	<u>2</u>
No Spill, Unconfirmed Report	<u>9</u>	<u>2</u>	<u>11</u>
EPA Zone Reports	<u>0</u>	<u>0</u>	<u>0</u>
2.) Discharges of Oil from:			
Deep Draft Vessels	<u>0</u>	<u>0</u>	<u>0</u>
Oil Transfer Facilities	<u>0</u>	<u>0</u>	<u>0</u>
Military Vessels/Facilities	<u>0</u>	<u>0</u>	<u>0</u>
3.) Federalized Cleanups	<u>0</u>	<u>1</u>	<u>1</u>
4.) Non-Federal Cleanups	<u>8</u>	<u>1</u>	<u>9</u>
5.) Hazardous Material Releases	<u>0</u>	<u>0</u>	<u>0</u>
6.) Cases requiring polreps	<u>0</u>	<u>1</u>	<u>1</u>
7.) Tickets Issued	<u>7</u>	<u>1</u>	<u>8</u>

Significant Cases:

POLLUTION STATISTICS/MSD CONCORD

FOR PERIOD 01 NOV 96 - 30 NOV 96

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

Significant Cases:

The vessel Largo, Piper slough, Bethel Island, FPN-11-7005

SIGNIFICANT PORT SAFETY EVENTS

FOR PERIOD November 14, 1996 to December 12, 1996

1. Total Port Safety cases open for period: 17
Cases include:
 - SIV Arrival/Departures
 - Explosive Anchorage Activation
2. SOLAS Interventions/COTP Orders: 5/5
3. Number of vessels requesting/granted Letters of Deviation to enter Bay: 1/1
Cases include:
 - Inop Radar
4. Propulsion/Steering Casualties: 2/1
5. Near Collisions: 2

Significant Cases:

PROPULSION CASUALTY - On November 29th the container ship, M/V VAIMAMA (Liberian), was on approach to B-67 in Oakland. VTS reported to the MSO that the vessel experienced a loss of propulsion. The vessel received assistance from three tugs that towed the vessel to berth. The vessel tied up without further incident and was ordered not to depart the port until permanent repairs were made. The apparent cause was failure of the fuel injection pumps 1 & 7 on the main engine. The system was repaired to the satisfaction of the COTP and Class Society, and the vessel was allowed to depart the port.

PROPULSION CASUALTY - On November 29th, the M/V Hanjin Hong Kong (Liberian) was inbound to the port at the Bar Channel when they reported to VTS that their engine was overheating. The vessel anchored offshore in the deep water anchorage. Ship's personnel discovered that a coolant valve had been left closed after a repair period but not reopened. The valve was reopened and the vessel proceeded into port 2 hours later.

STEERING CASUALTY - On November 30th, the T/V Overseas Washington (US) was outbound nearing the Golden Gate Bridge when they reported to VTS that their primary steering failed and they were shifting to secondary steering (the vessel has 3 independent steering systems). While offshore, the vessel reported the problem was isolated to a failed electronic directional control relay. The relay was replaced within two hours, the system was tested and found to be operational. The vessel was allowed to proceed to their NPOC.

HERRING FISHING SEASON - The San Francisco Bay herring fishing season opened December 1st. On Dec 1 & 2 the Sausalito Ferry terminal (Golden Gate and Red & White ferries) experienced high fishing vessel traffic around the terminal area. High density traffic created difficulty and delays for ferry departure and arrivals. CG Station Golden Gate provided escorts for ferries to and from berth. Fishermen were requested to cooperate with ferry operators and their vessel movements.

On December 3rd, the M/V Manuki experienced a near collision with the F/V NAIN while in the Oakland Harbor Bar Channel. F/V Nain did not respond to radio comms while drifting in the channel. MSO Investigations charged the owner/operator with violation of Navigational Regulation Rule 9, for impeding traffic in a narrow channel.

On December 9th, the S/R tugs at P-48 were hindered in their ability to depart and return to berth due to a high density of fishing vessels in the area. CG Station San Francisco aided in clearing a passage for the tugs.

November 21, 1996

TO: Harbor Safety Committee
FROM: Joan Lundstrom, Chair, Harbor Safety Plan Subcommittee
RE: 1996-96 Harbor Safety Plan: Potential Harbor Safety Issues for Discussion at the December 12, 1996 Harbor Safety Committee

Over the past five years, the Harbor Safety Committee has made recommendations to enhance navigational safety in the Bay. Many of the recommendations have been successfully implemented such as the tug escort regulations and PORTS. At this time, I suggest that the Harbor Safety Committee continue its discussion of issues the Committee wishes to focus on in the coming months - keeping in mind what issues are relevant to harbor safety, what issues are timely and where can the Committee be effective.

1. Tug Escort. The Committee's recommendations on tug escort regulations include a separate component which is to review navigational maneuvers that are specific to the Bay. At the September meeting, the HSC agreed that a subcommittee should be appointed to pursue this issue, which would include the Captain of the Port. The Chair of the HSC will appoint a Navigational Practices Subcommittee.

2. Revision of Offshore Approach Lanes to San Francisco Bay. The western geographic boundary of the Harbor Safety Plan is a six mile circle centered on the Lighted Horn Buoy. This includes the Traffic Separation Schemes within the area. The federal government through the Coast Guard is reviewing offshore vessel routing along the California coast. This includes reviewing the adequacy of existing vessel routing in the approaches to San Francisco Bay in order to minimize the threat of oil spills within the National Marine Sanctuaries. The State Coastal Protection Review, in a report to the Legislature, also recommended reconfiguration of the approach to San Francisco. The HSC discussed the issue at its September meeting. The consensus was that the Committee receive more information about this issue and be part of the review with the Coast Guard and OSPR of any reconfigured approach lanes.

3. Vessel Traffic Service (VTS). VTS was established twenty-one years ago in San Francisco under the direction of the Coast Guard. There is considerable discussion at the federal level that future operation of VTS be undertaken by a public/private partnership such as VTIS in Los Angeles/Long Beach. Further discussion of this topic could be assigned to the VTS subcommittee, an existing Harbor Safety standing subcommittee.

4. Small Boat Traffic. Cumulative information about vessel/small boat accidents and near misses is available to analyze where such incidents appear to be clustered. The Bridge Management/Small Boat Subcommittee might explore education measures targeted at marinas near where incidents occur, analyze regatta courses near problem areas, and other outreach efforts.

5. Bridge Management. There still appear to be bridge management issues as evidenced by the most recent, recurring problem with the Southern Pacific Railroad Bridge opening. This, too, could be referred to the Bridge Management/Small Boat Subcommittee.

6. Navigational Charts/Military Base Closures. The closure of military bases in the Bay area may have long term effects on navigational patterns in the Bay. The HSC might consider a presentation of long range plans envisioned in the San Francisco Bay Seaport Plan.

7. Any Other Issues?