

**PUGET SOUND HARBOR SAFETY COMMITTEE**  
**October 6th, 2010**

Bruce Reed called the meeting of the Puget Sound Harbor Safety Committee (PSHSC) to order at 10:00 on October 6, 2010 in the Galaxy Room of Federal Center South.

**Voting Members Present**

Aquaculture	
Commercial Fishing	Leslie Hughes
Environmental	
Labor	Vince O'Halloran
Native American	
Passenger Vessel Industry	
Petroleum Shippers	Craig Lee
Puget Sound Pilots	Capt. Andy Coe
Public at Large	Theresa Connor
Public Ports	
Recreational Boaters	David Scott, Richard Marshall
State Ferry System	Darnell Baldinelli
Steamship Lines	Mike Moore
Tug & Barge	Bruce Reed
Local Government	

**Advisors Present:**

NOAA	Matt Ringel
US Army Corps of Engineers	John Hicks
USCG, Sector Seattle	Capt. Scott Ferguson
US Army	
US Navy	David Fosket
WA Dept of Ecology	Norm Davis

**Executive Secretary:**

Marine Exchange	John Veentjer
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**Others Present:**

Kurt Brown	NOAA	John Lauber	Public at Large Alternate
Cathleen Barry	NOAA	Brooke McMahon	NOAA
Ted Buehner	NOAA NWS	Pat McGarry	Manson Construction
Lon Cain	Transmarine	Gary Nelson	NOAA
George Clark	Penn Maritime	John Pollock	USCG
Matt Denning	USCG	Robert Reller	Manson Construction
John Dwyer	USCG	Michael Schweizer	USCG
William Johnson	NAVY	Jeff Shaw	Polar Tankers
Ginny Broadhurst	NW Straits Commission		

**Roll Call and Introductions**

- ◆ Roll call was taken and a quorum was present.

**Meeting Notes:** There were no corrections to the minutes of the August 4th, 2010 meeting; thus they were approved and accepted.

**Coast Guard Sector Puget Sound Report**

- ◆ Ian Hannah highlighted two incidents listed in the CG's Harbor Safety Committee Report. August 23<sup>rd</sup> a 30 foot commercial fishing vessel in the San Juan Channel. The crew noticed the bow was riding heavy and attempted to lighten the load by throwing their nets overboard. The vessel continued to go down and the crew donned survival suits and climbed on top of the vessel's cabin. They were rescued by a nearby fishing boat and were transported to Fish Creek with no injuries. The vessel subsequently sank. Less than 50 gallons of fuel estimated on board. September 10<sup>th</sup> a tug towing a scrap metal barge transiting southbound abeam Bainbridge Island missed its turn at SG buoy. Repeated calls from the VTS operator were not answered. The tug and barge were grounded on Yeomalt Point with limited damage and no discharge of fuel or oil. The tug and barge were able to refloat at high tide and continue to Tacoma. The vessel operator admitted to falling asleep. Coast Guard Puget Sound sent an investigator and inspector to meet the vessel at their destination. The investigation is on-going.
- ◆ John Dwyer added a third fire had occurred that is not listed in this report. Lessons learned are controlling access to vessels and work with local first responders improving lines of communication is important. In the case of the Argosy cruise ship, Argosy had a call in list sent in to the fire department. When the fire department called they didn't get an answer and did not leave a message. The person who was supposed to answer did not believe it was a legitimate call and didn't answer, thus was unaware of the fire. This meant

the on board fire extinguishing system was not used. The damage could have been reduced had the first responders and the crew of the vessel had better communication.

- ♦ The complete Coast Guard report is available online at the PSHSC website.
- ♦ Captain Ferguson reminded everyone the Coast Guard Authorization Act is before the president awaiting signature. The Act has a lot of implications to everyone in maritime and marine safety arena in the Pacific Northwest and Captain Ferguson encourages people to read some of the Executive Summaries and the sections relevant to your industry.

### **Coast Guard Sector Puget Sound Brief on Polar Tankers Work – Todd Howard, Chief of Vessel Inspection:**

- ♦ Coast Guard has been working with the American Bureau of Shippers and Polar Tankers to address some cracks that have been occurring in the rudder supports on their five endeavor class tankers. Temporary repairs have been made using improved welding techniques on cracks; these are being closely monitored by the crew. The Coast Guard is also been monitoring and working with Polar Tankers to come up with a permanent solution.

### **Presentation by Ginny Broadhurst – Director, NW Straits Marine Conservation Initiative on the derelict fishing net removal project update:**

- ♦ NW Straits Commission received a \$4.6 million grant from the federal stimulus package through NOAA in July of last year. This money has enhanced their work considerably. This locally driven group works in the marine waters of seven counties. Ms. Broadhurst's presentation highlighted the projects recent successes in retrieving derelict fishing nets and gear (at a depth of up to 105 feet). Puget Sound as an inland waterway is particularly challenging. Very little wave action means nets get caught on the rocky reef and they don't go away - they don't disintegrate and they just keep fishing. The first removal began in 2002 and 3,383 (mostly gill nets) have been retrieved. Over half that number since July 2009. The number of nets newly lost is pretty small in comparison to "legacy" nets found. New technology using very high resolution side scan sonar has vastly improved the group's ability to locate nets and determine when an area has been cleared. Impacts of the nets are wide from many birds to invertebrates over 220 species found in nets so far. Bird impacts are surprisingly significant. The work will not continue at the same pace as money from the grant has been mostly depleted. Removal operation costs are expensive and beyond the one time grant the group relies on small donations and grants for funding. The group is always trying to improve reporting of nets lost by commercial fishing vessels. There is no fault assigned for lost nets but it has been challenging to convince the fishing community of this fact.
- ♦ The complete presentation is available on the PSHSC website.

### **Presentation by Ted Buehner of the National Weather Service**

- ♦ In an effort to inform and prepare the maritime community, Mr. Buehner gave an extensive presentation about the severe weather predicted for the coming winter months. Last winter was a rather mild season in the Pacific Northwest as it was an El Niño year – typically more mild and tranquil weather patterns. This year we have La Niña – produces a colder, stormier season. All data points to a significantly cooler, windier and snowier winter in the Northwest. Perhaps the worst we have seen in nearly 60 years. Heavy snowfalls that stick around longer than normal due to cold temperatures. La Niña 2008 brought world record snowpack to Mt. Baker. This year the Climate Prediction Center is calling for cooler and wetter than normal fall. The same is forecast for the winter months. The message is everyone should expect a much more active winter season than we had last year. That could mean major floods and landslides, wind storms and lowland snow events. Deep freezes that last for weeks with feet of snow are possible – the area hasn't seen these intense events in decades. The predictions are only that – predictions – but the preparedness comes from recognizing the possibility of severe weather over the approaching fall and winter seasons.
- ♦ There are many tools and resources provided by the National Weather Service known as "decision support services" to help everyone improve awareness and manage weather related risk. They are available online and by registering for email alerts. Most of the information can be tailored to your needs and requirements for your work and personal lives. For maritime weather events, the NWS puts out gale watch and storm watch for the marine waters. All provided for free.
- ♦ PSHSC developed heavy weather standards of care many years ago and with the advent of more sophisticated technology it may be time to look at those standards again. We can improve situational awareness sooner with all these tools offered by the NWS.

**Member and Advisor Reports:**

- ◆ **Mike Moore-Steamship Lines:** Standard of Care on propulsion testing. Should reconvene this committee to review all the new rules on fuel switching. We need to make sure everyone fully understand the rules and then distributing the Standard of Care to those people operating the vessels.
- ◆ The Steamship Exemption passed the next step at the IMO in London last week. Two caveats – only applies to North America ECA and it would expire in 2020.
- ◆ The ERTV collection numbers are lower than expected. Looking at vessel traffic we are down 73 arrivals through September. A decrease in overall traffic and fewer tanker movements in particular has meant lower revenue collected for the ERTV. There will be more information to follow at future meetings.
- ◆ **John Veentjer-Marine Exchange of Puget Sound:** The Marine Exchange should be an important part of the Continuity of Operation Plan. We are striving to improve our website to provide a destination that offers a lot of quality information in one place. The Marine Exchange is looking for an intern to help in this effort to update and improve the website. Please contact John at the Marine Exchange if you have someone in mind.
- ◆ **David Scott-Recreational Boating:** Introduced Richard Marshall as the new primary representative for recreational boating.
- ◆ **Matt Ringle-NOAA:** The meeting for the Hydrographic Services Review Panel will be held in Vancouver, WA (not in Portland as previously noted) on October 12-13. This will be a forum for the users and stakeholders of NOAA's navigation services to provide feedback to NOAA and the government to how they are doing as a whole. Looking for people who are interested in giving presentations on issues they are having in their local area, suggest topics for panel to address and stakeholder panel discussions to join. You can look on NOAA website for more information [www.nauticalcharts.noaa.gov](http://www.nauticalcharts.noaa.gov) and search for Hydrographic Services Review Panel.
- ◆ **John Hicks – Army Corps of Engineers:** November 9<sup>th</sup> there will be training exercises on Lake Washington involving the DOE and USCG with an oil skimmer. Also, the large locks will be closed November 10-24<sup>th</sup>. Please report any debris you see in the navigation channels.
- ◆ **Captain Scott Ferguson – USCG Sector Puget Sound:** Would like to meet with members to have a discussion regarding major disasters and the Continuity of Operations Plan.

**Meeting adjourned at 12:00 pm.**

**Next Meeting: December 1st, 2010, at Federal Center South**

Respectfully submitted by:  
Polly Kirkpatrick, Recorder