

**Date:** 20 March 2018

**From:** HSC Board

**To:** HSC

**Subj:** March 20 HSC Meeting minutes

The meeting was called to order at 1300 by Richard Dybevik. See attendance list.

The agenda includes:

Introductions: Chair went around room and had all identify themselves.

Approval of minutes from February 2018: Minutes approved by vote.

**Guest Speakers:**

1. Chris Paternostro, NOAA PORTS Program Manager  
PORTS Physical Oceanographic Real Time System, is in place using a public private partnership. PORTS operates the collection and dissemination of the data. Private concerns (ports, pilot organizations, or others) pay for the capital costs and operations and maintenance funding. The system provides real time data to all waterway users.

NOAA first made a presentation explaining the PORTS system (in files), its constituent parts and equipment and its advantages for improved safety, operational and cost efficiencies.

Data that NOAA collects from all the PORTS sensors and systems it installs and maintains is uploaded to their Web services and users can use it directly from there or suck that data into their own systems for their further analysis and planning of their operations. Data is published every 6 minutes.

NOAA has a data quality center that does a regular check on data quality and if any sensors are found to be reporting wrong or erroneous readings, that sensor is switched off until it is serviced or replaced.

There are various different sensors employed in a PORTS Systems. Such as – air gap sensors for optimizing air drafts for vessels going under bridges, visibility sensors, water level gauge, a meteorological station with wind gauge, wave buoys, current sensors of which there are 3 different types such as: side lookers, bottom mounted and the ACDP (acoustic doppler current profiler). Each current sensor option has its pros and cons.

**Memorandum**

Group was asked to review waterway and make recommendations to the HSC for data desired and NOAA can evaluate this. JC LNG is planning some installations around 2020. HSC set up a subcommittee to review the potential data believed necessary.

HSC asked about the cost of the installations which are about \$100K for initial and about \$30K per year in O&M.

2. LCDR Springer updates HSC that USCGC Fir will be leaving the area soon. The replacement USCGC Elm is due in Spring 2019. There will be a lapse in buoy tender coverage between the two.

3. Mike Dunning updated the HSC on the ACOE plans for the jetty reconstruction. ACOE still requires funding to move the project forward. The project is still in three phases. Ultimately they are going out only about 100 feet from the current locations.

4. LT Begio (sp?) from USCG MSU Portland gave a briefing on the three fishing vessel casualties near the Coos Bay breakwater in 2016. The vessels Eagle III, Sarajo, and the Patty AJ each sunk with loss of life.

LT covered the basic USCG authorities for conducting investigations.

LT covered the basic causes of marine casualties.

Commonalities in the three events:

- Weather conditions
- Wheel house doors open
- Not requesting USCG assist
- Not donning PFD's
- Not conducting drills
- Equipment condition and maintenance
- No stability instructions or load calculations
- No maintenance on fish hold bin boards
- Large catch shifts in fish holds creating free surface effect

There was discussion within the HSC on the casualties and what might be done to prevent them in the future. One member pointed out that using a track line just to the north of the range is the best generally the better track line. This is not published anywhere and it was asked if it should be in the HSP. A general consensus agreed. It was also brought to light that the USCG will assist in "escorting" vessels in the rough times. This information is not published and may not be known to mariners. The USCG does communicate with vessels either from the lookout point or from the command center. This may also be something for inclusion in the HSP.

The investigation reports are available with a FOIA request.

**Memorandum****New Business:**

1. A short discussion on the cause of a vessel sinking and spilling a small amount of oil was discussed. The incident was conducted under the watchful eye of the USCG. A Knutson vessel was tied to the dock and tidal change allowed the gunwhale to submerge.
2. Captain Wales asked that the HSC be informed that the Columbia River HSC is “incorporating” to allow liability limitations and allows any fees to be tax deductible. The HSC should consider this. AT will follow up with the Columbia River HSC to find more details.
3. Recently the pilots used the thumb drives provided by the fishing organizations as a way of reducing damage to fishing gear. The pilots were making a trip down the Oregon coast and stayed within the designated lanes. However, there was much fishing gear found within the lanes. It seems that some of the fisherman are not following the voluntary guidelines.
4. USCG reports there are new dollar limits on reporting marine casualties. Handouts available.
5. HSC to assign members to work on PORTS desires of the waterway users for inclusion in the JC study being conducted now.

**Nest Meeting:**

April 17 at 1300 is the next HSC meeting. Meeting adjourned at 1430.

Sincerely,  
Richard

## Memorandum

DATE \_\_\_\_\_  
 REGULAR COMMISSION MEETING

PLEASE PRINT

<u>NAME &amp; PHONE</u>	<u>REPRESENTING/EMAIL</u>
MIKE RUDARTH	USCG- Fishing Vessels
STEVE KEE	" "
RICHARD DYBEVIK	ROSEBURG CBST
SCOT MANNING	USCG
Spencer Hamdul	OCT
BOB JOHNSTON	THREE OIL
Cindy Gisholt	OT
JIM KING	KTB / KZ
TORRIS MONROE	USCG
Kate Groth	USACE
Frank Whipple	Amungat Tods
Rajnish Kulka	JCLNG
Kerry Ground	JCLNG
PETER SCHARFELZ	JCLNG
Chris Patenastro	NOAA
Donna Nichols	JCEP
TODD GOENGEN	Bay Area Chamber
JIM BROWN	