

MINUTE ITEM

This Calendar Item No. 40
 was submitted for information
 only, no action thereon
 necessary.

INFORMATIVE
CALENDAR ITEM

40

4/81
 W 9777
 Dedrick
 W 30001

MARINE TERMINAL SAFETY PROGRAM

At the June 1979 meeting of the State Lands Commission (Calendar Item No. 30), standard lease provisions were adopted which govern marine petroleum transfer facilities on leased State tidelands and submerged lands. These provisions were based upon the results of extensive research by the California Interagency Tanker Task Force and of public hearings held by the State Lands Commission on January 12, 1977, January 19, 1977, November 17, 1977, December 6, 1977, and July 20, 1978.

These lease provisions have been adopted by nearly all petroleum firms and utilities presently leasing State tidelands and submerged lands for use in transferring petroleum between seagoing vessels and marine terminal facilities ashore.

The provisions formed the core of a Marine Terminal Safety Program for the State Lands Commission, which was funded through a contract with the California Coastal Commission (CCC) dated October 15, 1979 in the amount of \$150,000 of Federal Coastal Energy Impact Program (CEIP) funds for the first year. Award of this contract was based upon CCC action on October 16-18, 1978 for a total of \$303,200 for a two-year program but providing the \$150,000 for the first year as noted above. CCC staff has thus far failed to provide the second year of funding.

The Marine Terminal Safety Program has primarily focused upon three tasks all aimed at prevention of oil spills, fires and explosions:

- Task I. Prepare and issue a standard terminal operations manual.
- Task II. Initiate the marine terminal inspection program.
- Task III. Develop a training program for terminal operating personnel.

The status of each task follows:

Task I - Draft language for the standard terminal operations manual was presented to industry (via a Western Oil and Gas Association committee) on May 8, 1980. Final language

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as given in the "Guidelines for Marine Petroleum Facility Operations." These guidelines will be printed and mailed in the near future to terminal firms under State lease.

Task II - A marine terminal inspection program became active at the end of June 1980 following the 1980 refinery strike, and by mid-December 1980 a total of 128 inspections of vessels and terminals had been carried out. While many improvements can be noted in the equipment and procedures used at these terminals, deficiencies can still be noted (see attached summary of inspection results).

Task III - Existing terminal operator training programs of terminal firms have been studied, and a training class has been designed as a joint effort between the California Maritime Academy (CMA) and the State Lands Commission staff. This cooperation resulted in a class syllabus entitled "Training Course for Marine Petroleum Terminal Operators". CMA now plans to offer the class in September 1981 after it has been adequately publicized.

Future plans of the Marine Terminal Safety Program include one particularly important item; namely, the review of new terminal operations manuals required both by the State Lands Commission lease provisions and by the United States Coast Guard. The lease provisions require that many new safety and training conditions be described in the operations manual, and that the manuals be approved both by the United States Coast Guard and by the State Lands Commission within one year of the "effective date" of the lease provisions. The "effective date" has been set at January 1, 1981, so that all approvals must be secured by January 1, 1982. Through its own regulations published on January 31, 1980, the Coast Guard also established a number of new requirements for operations manuals, including a requirement that the new manuals receive Coast Guard approval by March 3, 1983. As a result, the lease provisions have advanced the date of improved terminal operations by over one year from what is required by the Coast Guard, although it should be recognized that only those terminals under state lease are so affected.

The review of the operations manuals by Commission staff is a task that requires careful attention to detail, for these manuals will form the backbone of operation requirements for the terminals for years ahead. Because of this, the failure of the California Coastal Commission to provide funding for the Marine Terminal Safety Program and the Legislative Analysts proposed program cuts are particularly

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unfortunate as it places the State Lands Commission in the position of not being able to continue enforcement of its own lease provisions.

Other future plans deal with the additional liaison required with CMA regarding the training program, and an analysis of its effectiveness in improving terminal safety. The staff of the Marine Terminal Safety Program is also engaged in research activities dealing with a variety of additional subjects, such as a review of the safety of offshore tanker mooring devices now being used, and a continued study of the requirements of other state and federal agencies with an effort toward reducing any duplication of regulation while maintaining assurances that the public will receive adequate protection from both damaging oil spills and from fire and explosion.

At present, some 23 of California's 58 marine oil terminals operate under state leases. Most of the remaining 35 terminals are located upon legislative grant tidelands and submerged lands at the harbors of Los Angeles and Long Beach; others are at Richmond and Benicia.

The Legislative Analyst, while favoring a State marine terminal inspection program, is critical of the existing program because it does not treat all terminals in an equal fashion.

Relative to this point the simplest action that could be taken is for the State Lands Commission to sponsor legislation that would require all marine oil terminals located upon granted tidelands and submerged lands to prepare operations manuals that comply with the Guidelines for Marine Petroleum Facility Operations. Nominal inspections of these terminals by State Lands Commission staff could then be carried out to ensure compliance with these guidelines.

Memorandum

To : D. J. EVERITTS, Chief
Division of Energy and
Mineral Resources

Date : February 23, 1981

File No. : W 9777

From : R. G. THORNE
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Subject : Conditions and/or Violations that were Noted During Inspections
Conducted on State Leases

A. Terminals

1. On at least 3 occasions the access from the wharf was obstructed by parked vehicles. If it had been necessary for emergency vehicles to respond to a call from the ship, these vehicles would have to be moved to gain access to the vessel. Action taken - wharfmaster located owners and had vehicles removed to authorized parking.
2. On one occasion, the wharfman did not enforce a no smoking area. There were 2 individuals smoking on the wharf with the windows and doors open. Action taken - cigarettes were immediately extinguished.
3. At one of the wharfs that at present is not being utilized, the valves on the fire main were frozen in the off position and could not be opened by hand. The man in charge told me that the valves could be opened by utilizing a wrench. He was informed by State Lands Inspector to go ahead and open it with said wrench. Red faced, the man in charge could not find a wrench on the wharf to open said valve. Action taken - at the next inspection, all valves had been freed and in workable condition and all missing spanners replaced.
4. One length of loading hose was kinked and looked in poor condition. Before I could take action, the wharfmaster gave orders to his crew to replace same.
5. It was observed by the Inspector when the terminal personnel were connecting the loading arm to the ships manifold, that the bolts were a little short and you could not get a full nut on the bolt. Before any action could be taken by the Inspector, the wharfmaster ordered his crew to obtain and use proper sized bolts.
6. On one occasion I was checking out communication equipment and was told by the supervisor that his men with the use of walkie-talkies had an outstanding communications system. I asked the wharfman to contact the ship. He coupled his hands over his mouth and yelled out "Hey, you on the ship". I told him I was serious and to contact

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the ship. He repeated the same thing again and then told his supervisor he had no radio, that someone from the tank farm had taken it previously. A red faced supervisor took immediate action to find said radio and since has put a back-up phone system in.

7. On at least 2 occasions, it was noted that the wharfman left the vicinity of the transfer operation. One incident, the man was aboard the vessel eating in the mess hall. The other incident, the wharfman was in the office at the head of the wharf. Action taken - both wharfmen were reprimanded by their immediate supervisors.
8. On one occasion, the transfer system was not lined up ready to transfer properly. When the barge turned on its pumps, there was a surge of pressure from OPSI to 300 PSI back and forth. Action taken - the proper valve was opened, pressure leveled off to 50 PSI and the transfer continued in a safe manner.
9. On one occasion walking out on the wharf, I noticed a bad leak in the pipeline. After checking this leak out, I determined it to be water. I informed the wharf master of the leak. He informed me it was the fire main and he immediately called a maintenance crew to fix same.
10. A containment pan was about 2/3 full. How much was water and how much was oil I do not know. This was at a wharf that was not being utilized. The potential danger of a spill was there. In the case of rain, it may have filled this containment pan causing the oil to overflow. Action taken - I informed the supervisor and at my next inspection of this wharf, the containment pan had been drained and the additional safeguard of a cover placed on the top.

B. Vessels

1. On more than one occasion, the warning sign has not been on the gangway going on the vessel. Action taken - the Mate on duty had one of his men put the sign in place.
2. On more than 2 occasions, the warning sign was not on the offshore side of the vessel. Action taken - the Mate said he would have sign put in place.
3. On one occasion, a scupper was not in place. The Mate was draining a fresh water tank on the deck allowing the fresh water to drain out of the scupper hole. The Mate said it was fresh water and was reluctant to plug the scupper hole. He was informed by the Wharfmaster to plug the scupper hole or he would shut down the operation, at which time the Mate

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- plugged up the scupper hole, connected a hose to the discharge from the tank and ran the hose over the side of the vessel.
4. On one occasion there must have been a leak at the manifold and a bundle of rags were used to wipe up the oily mess, and then left all over the deck. Action taken - the Mate had his crew pick up and dispose of oily rags.
 5. On two occasions, the blank flange connected on the manifold were not secured with a bolt in every other hole. In one case, only 3 bolts were used. Action taken - flanges were properly secured using the right number of bolts.
 6. On the deck of one vessel there was a slight leak in the bunker line between 2 flanges. This slight leak was dripping on some rags. Action taken - Mate told his men to fix the leak and dispose of oily rags. The wharfman informed one of his men to check at a later time and make sure the leak was fixed.
 7. On many occasions, it has been noted that the emergency towing wire was not at the water surface or within 2 meters above the surface. In some of the cases this wire was so high above the surface of the water that it was unreachable and could not have been utilized in case of emergency. In many cases the eye was submerged below the surface of the water which is the better of the two evils. Action taken - the eye placed within 2 meters of the surface, sometimes reluctantly by the Mate.
 8. On many occasions the fire screen either tilted or not properly seated at the ullage port. Action taken - the Mates had all screens put properly in place.
 9. On one occasion there was excessive leakage in the pump room around the pump seal. Action taken - the Mate took the pump off the line and said he would take care of the leak at a later date.
 10. On one occasion I observed that the crew was disconnecting the hose from the manifold without using a choker line. (A choker line is a line made fast to the hose, secured to the frame of the manifold so when the hose is disconnected from the manifold, it will not snap back hitting any personnel or spilling any product outside the containment pan). This line was not utilized and due to the tension pulling against the hose, it whipped back, just missing the man that disconnected it spilling about 2 gallons of product on the deck, whipping even further, spilling product over the side of the vessel

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Action taken - the Mate had the spill cleaned up on the ship, the wharfmaster had the spill reported to the Coast Guard. Due to the swift current, the spill dissipated before it could be entrapped by a boom.

11. In many cases the sea suction valves were locked instead of being sealed or lashed. I checked the Coast Guard regulations. One stated sea suction valves will be sealed, lashed or locked in a closed position. The other Coast Guard regulation said sea suction valves will be lashed or sealed but in no case locked. Not knowing which regulation to follow, I contacted the Coast Guard at Concord, California and Mr. Dedrick drafted a letter to the Coast Guard Headquarters in San Francisco, California concerning this matter.

R. G. Thorne

R. G. THORNE
Marine Terminal Inspector

RGT:11

cc: Kent Dedrick
W. H. Putman

Copy to Wm. F. Northrop
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