



## SAF Station Meeting Minutes for 6 April 2023

By Chuck Hawley, Secretary

The 6 April 2023 meeting was held at the glorious new Cove House at the San Francisco Yacht Club. Several members came on personal boats, and approximately 68 were in attendance. The Cove House was recommended by some as a worthy replacement to the Starting Line Room at the StFYC for our Holiday Party. TBD.

R/C Schaper thanked John Swain for his efforts to book the SFYC for this meeting.

### THOSE IN ATTENDANCE:



Dick Enersen Photo

Zia Ahari, Jim Antrim, Liz Baylis and Todd Hedlin with guests Glenn Issacson and Joss Wilson, Diane Barker, Don and Joan Bekins, David Cohan, James and Kim Coggin, Rowena Carlson, Mary Crowley, Jim Cooper, Peter English, Dick Enersen, Doug Finley, Bill and Karen Foss, David Fullagar, Wyman and Gay Harris, Bob and Kristi Hanelt, Chuck and Susan Hawley, Rebecca Hinden, Stan and Sally Honey with guest

Don Jesberg, Mary Menninger, and Vance Sprock, Stafford Keegin and daughter Emily and guests Emmet Yeazel and Paul Ronan, Micheal Johnson, Terry Klaus, Brian Kemnitzer, Jonathan Livingston, Steve Mason, Dave MacEwen, Bill and Joan Mittendorf, Marcus Misbach, Michael Moradzadeh, Bruce and Lynn Munro, Synthia Petroka, Ashley Perrin and Merfyn Owen, Michael and Susan Proudfoot, Jim Quanci, Robbie and Dolores Robinson, Richard Schaper, Sylvia Seaberg and Tom Condy, Walter and Ellen Sanford, John Scarborough, John Swain and Patricia Montag, Beau Vrolyk, and Aaron Wangenheim.

*Note: The Secretary realizes that the preceding list of members and guests may be wholly inaccurate, incomplete, and not in alphabetical order, and may list names of those who have long since shuffled off this mortal coil, and the Secretary apologizes in advance if this is the case.*

#### MEMBER NEWS

Wyman and Gay Harris shared the sad news that they are selling Safari, their lovely powerboat.

It was mentioned that members with a collection of nautical books may want to consider donating them to the site of our March meeting, the San Francisco Maritime Museum Library. Gina Bardi is the Reference Librarian and can be reached at 415-561-7033.

#### MEMBERSHIP

Chuck Hawley gave a biography of Randy Repass, with whom he has been acquainted for 40 years, including the substantial volunteer work he has done inside and outside of the marine industry, while running the largest marine retail company in the world. What Chuck neglected to mention, which would have been of great interest had he glanced at his notes, is that Randy and Sally-Christina Rodgers Repass have nearly completed a circumnavigation on their Wylie 68 *Convergence*, which is currently located in Mexico in Barra Natividad. This trip included transiting the dangerous waters of the Arabian Sea at a time when piracy was in full swing from the Somali Coast. In any case, Chuck would like to apologize to the members for omitting one of the key reasons that Randy would make a wonderful addition to the San Francisco Station (and Sally-Christine as well!)

#### ENVIRONMENT OF THE SEA

Rowena said that the incidence of propeller strikes on marine mammals in our local waters is of concern and that it's requested that members notify the Marine Mammal Center (415-289-7325) with observations of marine mammals in SF Bay. Ashley Perrin mentioned that Happywhale, a whale tracking site, can allow "ecotourists to be citizen scientists" by assisting in the collection of whale sightings. See [Happywhale.com](http://Happywhale.com), not to be confused with Happy Whale Wine, which also looks like a good idea.

#### SAFETY AT SEA

The Safety Officer presented a story about the grounding of the Ever Forward, a large container ship which was stuck for 35 days in the Upper Chesapeake Bay. The story is attached, and was featured in the April Waypoints.

## CRUISING NEWS

The next station cruise to Benicia has been met with great enthusiasm as it's completely full, however, additional slips may be available elsewhere in the harbor. The dates are May 5-7, with a dinner Saturday at a location to be determined. Thanks to Bill Mittendorf and Bill Edinger for planning what should be a great cruise.

## TREASURER'S REPORT

Synthia reported that the station had a smaller bank balance this month than last month, or LM\$>TM\$.

## PROGRAM CHAIR REPORT

Mary reminded the group that the next luncheon will actually be a dinner at Spaulding Marine Center on May 3 starting at 5:30pm. The speaker will be Angela Abshier who will tell about a remarkable re-use of high tech sails in providing shelter for those most in need, about how she came to address this niche through her nonprofit organization, and how others may participate.

Our June luncheon will be at Encinal YC, Alameda, and will feature Alex Mehran on June 8.

## FEATURED SPEAKER

Our featured speaker was none other than our 2019 Rear Commodore Stafford Keegin. Aided by his daughter Emily, a graphic artist/photo editor of some talent, Stafford took the station on a trip from not-Downeast Maine to Downeast Maine, or in his words, "Going for Roque". Stafford was able to weave in stories about the many artists who make their homes along the 3,000 mile coast and on the 3,000 or so islands in the area, along with the wonderful harbors, the lobster industry, and arguably one of the best cruising destinations in the world.



Dick Enersen Photo



## No Time for Smartphones

*"Safety Moments, presented at CCA Stations and Posts"*

By Chuck Hawley, San Francisco Station, April 2023

In March of 2022, a fully-loaded container ship named the *Ever Forward* ran aground 14 miles from the start of its journey in Baltimore Harbor. On watch were four people on the bridge including a Maryland State Pilot, the Third Officer, an Able Bodied Seaman, and a Deck Cadet. There were no mechanical issues with the ship, visibility 10 miles, winds were light, the Pilot had his Portable Pilot Unit to refer to in addition to all of the navigational devices that were part of the ship, and no one on the bridge was impaired by drugs or alcohol.



So what the heck happened? While the *Ever Forward* is not the largest container ship around, it is nearly 1100' long with a beam of almost 160'. This makes it far too large to pass through the original Panama Canal locks, and barely able to squeeze through the new, wider locks. She also drew 42.5', which becomes more relevant as this is a story of her grounding in the Chesapeake Bay. And she had the ability to carry 12,000 TEU, or twenty foot equivalents/20' containers or 6,000 40' containers.

Under the command of the Pilot, *Ever Forward* departed the Baltimore container port around 1812 on March 13, 2022. There was an issue with the line handlers at the port, which slightly delayed the vessel's departure, and which bothered the Pilot. The ship proceeded out of the harbor, and at 1903 when it was in the vicinity of Sparrow Point, the Pilot placed a phone call which lasted 55 minutes. The Pilot also sent a text, and made several shorter phone calls.

Here is a brief recap of the 20 minutes following the conclusion of the phone call

2000 The Pilot called for full ahead and the bridge team complied.

2010 The pilot called for a course of 161 deg T, as the ship channel began to turn south towards the south Chesapeake.

2015 The Pilot was again using his phone to send a text message and then (2016) made a phone call that went unanswered.

2017 The *Ever Forward* arrived at a waypoint (2) where the course needed to be changed to 180 deg T to stay in the channel. The Pilot was using his Portable Pilot Unit, reviewing a previous passage of the same area. The Third Officer called out that the course was still 161 deg T, and the Pilot confirmed it. The Pilot also noticed that the Bridge Crew were conversing amongst themselves.

2018 The Pilot ordered 20 degrees right rudder, and then 20 seconds later ordered full right rudder. At that point, *Ever Forward* grounded on the east side of the ship channel in about 24' of water.

2020 The Pilot tried to use full astern as well as the bow thrusters to free the ship from the mud. Neither was effective.



Approximate course of the *Ever Forward* as she headed south from Baltimore Harbor. At Waypoint 1, a slight course change is required to 161 deg T. At Waypoint 2, a 19 deg course change is required to 180 deg T. The flag shows approximately where she grounded.

For the next 35 days, various techniques were used to refloat the ship. Tugboats, dredging, unloading containers, anchored barges, and so forth were used, along with waiting for the highest tides, although the tidal range at that location was only a foot or so. After five weeks, and 200,000 cu yds of dredge spoils, plus the removal of 505 containers, the *Ever Forward* was refloated without damage, at least to the ship.

Sometimes the size of the ship, or the size of the accident, doesn't related to the number of actions that, if taken, would keep a similar accident from happening in the future. In this instance, the U.S. Coast Guard came up with only two contributing factors.

In the words of the report, and the recommended actions to avoid similar problems:

1. Failure to maintain situational awareness and attention while navigating.
  - a. *It is recommended that vessel owners and marine operators develop and implement effective policies outlining when the use of cell phones and other portable electronic devices is appropriate or prohibited.*
2. Inadequate bridge resource management.
  - a. *It is recommended that vessel owners and operators ensure and promote crew awareness of policies regarding the duties and obligations of officers on watch for the safety of the ship, even when a pilot is embarked.*

We can all learn from this incident. As skippers of our own boats, or while standing watch on someone else's, it's easy to get distracted with navigation chores, updating the log, grabbing another cup of coffee, using the head, and other tasks which take us away from the job at hand: safely piloting the vessel on its intended course.

We can also fall prey to the implied or actual hierarchy on board a vessel. "Geez, s/he is the Watch Captain, I don't need to point out the vessel behind the sail since s/he obviously knows it's there." Or "Geez, I wonder if the navigator knows there's a shoal that's on our proposed course?" Sometimes, the cautionary refrain "If you see something, say something." applies not only to airports and subways, but to well-sailed boats as well. As watch captains or skippers we need to accept the input of crewmembers graciously, even when we've been tracking the vessel behind the sail for the last 10 minutes. Encourage feedback for everyone's sake. Skippers should habitually thank crewmembers for input, not dismiss it.

*The Cruising Club of America is a collection of accomplished ocean sailors having extensive boat handling, seamanship, and command experience honed over many years. "Safety Moments" are written by the Club's Safety Officers from CCA Stations across North America and Bermuda, as well as CCA members at large. They are published by the CCA Safety and Seamanship Committee and are intended to advance seamanship and safety by highlighting new technologies, suggestions for safe operation and reports of maritime disasters around the world.*