

Appendix M

San Diego Harbor Safety Plan Annual Review Dates and List of Changes

HARBOR SAFETY PLAN HISTORY

VERSION	DATE ADOPTED
Final Adopted	July 28, 1993
First Annual Review	August 3, 1994
Second Annual Review	June 21, 1995
Third Annual Review	December 11, 1996
Fourth Annual Review	November 12, 1997
Fifth Annual Review	September 23, 1998
Sixth Annual Review	May 26, 1999
Seventh Annual Review & Reformat	November 29, 2000
Eighth Annual Review & Reformat	June 30, 2001
Ninth Annual Review	June 30, 2002
Tenth Annual Review	June 30, 2003
Eleventh Annual Review	June 30, 2004
Twelfth Annual Review	June 30, 2005
Thirteenth Annual Review and Reformat	June 30, 2006
Fourteenth Annual Review and Reformat	June 30, 2007
Fifteenth Annual Review and Reformat	June 30, 2008
Sixteenth Annual Review and Reformat	June 30, 2009

LIST OF CHANGES TO SAN DIEGO HARBOR SAFETY PLAN

2001 Annual Update and Review

- 1 – Addition of page following Table of Contents containing information on new Naval Vessel Protection Zones and change in USCG Notification Requirements for vessels bound for or departing US ports. Changes are a result of increased port security measures in effect post-September 11, 2001.
- 2 – Update of membership roster for 2002. Pages 6-9.
- 3 – Update of Appendix D, E, F, G, H, I, and J.

2002 Annual Update and Review

- 1 – Page 3 Section VIII, updated to read, "**Vessel Traffic Service (VTS)**. Establishment of SDMIS for the Harbor Area."
- 2 – Page 6 USCG information page updated (numbered to Page 6)
- 3 – Page 7 Corrected Bill Lewis' address to read, "2091 Shelter Island Drive".
- 4 – Page 8 Added alternate phone number to Corliss Nugent's listing, (858) 274-1 858.
- 5 – Page 12 Under, "San Diego Bay and Area Charts:" corrected Chart #18675 to read "#18772".
- 6 – Page 19 After 2" Hazard, "San Diego Bay Channel Entrance, decreasing depths to shoreline." Added, "Aids to navigation are range markers at southern tip of Shelter Island shown in their 'as planned' position oriented to 353T for the inbound approach. The actual position is offset from 'as planned'. Refer to Local Notice to Mariners and to U.S. Coast Pilot 7."
- 7 – Page 24 Under RADIO COMMUNICATIONS, **2nd** paragraph, after 1" sentence, added, "San Diego Marine Information System (SDMIS) is available at <http://www.sdmis.com> providing an interactive chart, a view of San Diego Bay, maritime information, winds, currents, tides, vessel schedules and site map."
- 8 – Page 25 In line for channel 11, deleted "SeaTrac" and replaced with "Westcoast Marine".
- 9 – Page 27 4th paragraph, last sentence, changed, "24th Street Terminal' to read, "National City Marine Terminal".

Under "Commercial Vessels", 1" paragraph, next to last sentence, corrected to read, "Cruise ships make regular calls at the Port's B Street Pier Cruise Ship Terminal."

Last paragraph, 2nd sentence, deleted as redundant.

- 10 – Page 28 Under “LIMITED ACCESS AREAS”, 3rd paragraph, changed 2nd sentence to read, “Access to Restricted areas is limited to non-stop passage for the security of government property and/or to provide protection to the public from risks of damage.”
- 11 – Page 33 Under “EVALUATION”, 1st paragraph, 2nd line, changed, “24th Street Terminal” to read, “National City Marine Terminal”.
- 12 – Page 34 3rd line, corrected 1st sentence to read, “Five 2400 hp tractor tugs and one 4400 hp tractor tug are berthed at the Naval Station San Diego.”
- 13 – Page 35 Updated Escort Tug Inventory.
- 14 – Page 36 Last paragraph, changed last sentence to read, “A web based system effect. The San Diego Marine Information System (SDMIS) is in place and operating. Web site is <http://www.sdmis.com>. It provides an interactive chart, view of San Diego Bay, maritime information, winds, curenets, tides, vessel schedules and site map.”
- 15 – Page 37 Under PROJECT FUNDING, **San Diego Marine Information System (SDMIS) Project Funding**, sentences 3 and 4, changed to read, “A web based information and operating system that provides real time marine information to a multitude of San Diego Bay users has been installed. The system includes electronic chart with point and click information overlays for port services, hazards, security zones, construction projects and marine events - - -.”
- 16- Page 38 Top of page, after, “transponder equipped vessels.” Changed to read, “The OSPR has provided grant funds to the District - - -.” Delete last sentence of the paragraph.
- 17- Page 40 Recommendation 14, corrected “OPSR” to read, “OSPR.”
- Recommendation 15, changed, “This recommendation is being fulfilled.” To read, “Complete”.
- Recommendation 16, changed as above to read. “Complete”.
- 18 – Pag41 Recommendation 23, second line, deleted “should” as being repetitious of sense of first line.
- 19 – Page 47 Under PILOTAGE EVALUATION:
3rd paragraph, line 2, changed “designation” to read, “authorization”

5th paragraph, 1st sentence, changed to read, "Four Authorized Pilots for the Port of San Diego - - .l1 2" sentence, changed to read, "A fifth pilot is retired, but retains status as an 'Authorized Pilot'.

20 – Update of Appendix D, E, F, G, H and I

2003 Annual Update and Review

- 1 – Page 2 Under "The Process", first paragraph, 2nd sentence: corrected date of "update" to read correctly (May 28, 2003).
- 2 – Page 7 Paragraph 2. Title: deleted "**Commercial Fishing**"
- 3 – Page 8 Changed "West Coast Tug and Barge" to read, "Pacific Tugboat Service".
Under "**Alternate**", added Phone: (61 9) 234-8228, Fax: (61 9) 234-7940.
- 4 – Page 10 Paragraph I., **United States Coast Guard**, changed "LCDR" to "CDR".
- 5 – Page 25 Changed "West Coast Tug & Barge" to "Pacific Tugboat Service"
- 6 – Page 28 Under "**LIMITED ACCESS AREAS**", added reference to updated page 6 of the plan, "San Diego Area Security Zones"
- 7 – Page 33 **Changed "Tug Equipment" description to read ...**

A minimum of seven commercial ship assist tugs assigned to San Diego Harbor are of the conventional twin-screw design. The available bollard pull ranges from 1,700 H.P. (22 t) to 3500 H.P. (34 t). The fleet has an average age of 27.7 years and average length of 83.7 ft. All of these tugs are outfitted with an operable tow winch fitted with wire(s) and all tugs are fendered for ship assist.

These tugs perform both ocean and harbor service and are occasionally rotated between other ports. Some of the physical designs preclude their use in extreme flair and counter situations and in tight quarters.

Thirteen other commercial tugs are regularly operated on San Diego Bay. The configuration of these tugs are primarily conventional push tugs and small conventional model bow tugs. Available bollard pull ranges from 450 H.P. (4 t) to 1250 H.P. (11 t). This fleet has an average age of 26.3 years and an average length of 45.9 ft. This fleet is used in a variety of applications including dead ship moves, barge moves, smaller ship assists, large ship assists in tight quarters, marine construction and general harbor and ocean towing.

Five 2400 H.P. tractor tugs.. .

- 8 – Page 35 Change "WEST COAST MARINE" to read "PACIFIC TUGBOAT.SERVICE"

- 9 - Page 38 Paragraph at top of page, delete last sentence. No longer needed. Last paragraph, 2nd sentence, deleted as redundant.
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10 -Pages 41
to 43

The Port of San Diego Pilots Association should review Recommendations 20. Through 27 as to applicability and make recommendation to the Navigation Safety and Piloting Subcommittee in the premises. These recommendations can remain in the Plan as stated, but some have been overtaken by events and should be modified or eliminated to reflect reality. Further, items requiring funding should be identified with the suggested source of funding.

11- Page 47

Last paragraph, line 7, the sentence was partially corrected, but turned out not making sense. The intent was to designate those deep draft ships that required "intensive" power supplies. As written recommend delete "intensive" between words "deep draft" and "ships"

12-Page 48

Under "**PIPELINES**" ---line 4:

The fuel storage tanks of the former SDG&E facility at National City have been demolished. Remediation of the soil at the former tank farm currently is in progress. The pipeline from the former tank farm to the National City Marine Terminal vessel berths has been abandoned as follows. The pipeline has been "pigged" to remove any fuel product. The valves and fill connections of the pipeline have been removed from the vaults at the vessel berths and the pipeline has been sealed off, in a gas-free condition, and inerted with nitrogen. The pipeline is approximately 4' below grade.

13 -Page 33.

Recommendation 16A, Section VII, second paragraph. That one is very old and was completed a few years back. It was a change to the Tug Regulations, which did get made -in 1998. So that can go.

There are three recommendations that OSPR did take some kind of action, #8 on, #14 on page 40, and #20 on page #41.

14- Page 39

#8 requests that we get the DMV to continue to send out their flyers on boating laws. This is no longer necessary; DMV sends out with every new registration, a 26-page pamphlet called the ABC'S of California Boating Laws.

15 -Page 40

#14 asks OSPR to require rental agencies to require boat renters to read the rules of the road and boating under the influence regulations prior to execution of the rental agreement. OSPR doesn't have the legal authority to do that. However, the Department of Boating and Waterways considers boat rentals to be under their purview, but considers that the proposed requirement is not an enforceable law or regulation. The Deputy Director of Boating and Waterways is willing to come to a meeting

and discuss what agencies can handle what issues and talk about their educational outreach program. The recommendation should be deleted.

16 -Page 41 The third recommendation, #20, concerns state pilotage, requesting OSPR to consider covering San Diego under State Pilotage Regulations The California Harbors and Navigation Code, sections 1 107 through 1203, detail how to go about incorporate the SD Pilots, establishing a local pilotage board, define the area of operation, what vessels are subject to pilotage, training criteria and so on in great depth. However, in 1997, OSPR did complete an MOU signed by the ports of Long Beach, LA, Port Hueneme and San Diego, that details the initial competency and qualifications of pilots, standards for maintaining proficiency and professional growth, enforcement, the local pilotage advisory council. There is no state license for private pilot organizations. So if incorporation is not an option, the MOU is as far as OSPR is able to go on pilotage issues. The pilotage recommendations in the plan may be moot points. This should probably be discussed by the subcommittee and then the whole committee. I can distribute copies of the MOU to whoever would need them. The Harbors and Navigation Code is at www.leginfo.ca.gov/lcalaw.html.

17 - Update of Appendix D, E, F and G

2004 Changes to the SD Harbor Safety Plan

Page Number

2 – Under "The Process", change to "this plan was updated Sept 2004 and represents..."

5 – Emergency Response Procedures, Add:

Report Suspicious Activity:

Pollution

Reporting Incidents including Oil Spills

-National Response Center and Terrorist Hotline

1-800-424-8802

-San Diego Coast Guard Sector Command Center -Joint

619-683-6470

6 – Add "The Navy has installed Physical Protection Barriers to protect its assets at 32nd

Street Naval Station, the Aircraft Carrier Basin and the Submarine Base."

- Add June 29, 2004 Memo Titled: "Implementation of International Ship & Port Facility Security Code and Regulated Navigation Area"

7-10 -San Diego Harbor Safety Committee Membership Updates -See 2004 Roster

SD HS Plan 2009 Update, Approved May 2009

35 – Updated Tug Inventory Chart

38 – Delete last sentence of first paragraph "As of September 2000, the District is preparing a Request for Proposals to Develop and install the SDMIS".

49 – Appendix -Add:

P -Tug Escort Regulations

Q -San Diego Harbor Safety Committee Bylaws

R -San Diego Coast Guard Sector Command Center -Joint

Add Appendices

P -Tug Escort Regulations

Q -San Diego Harbor Safety Committee Bylaws

R -San Diego Coast Guard Sector Command Center -Joint

2005 Changes to the SD Harbor Safety Plan

Page Number

6 – Delete Notification of Arrival in US Ports section

7 – 10 - San Diego Harbor Safety Committee Membership Updates

11 – Remove "...encompasses 12,000 acres and is 14 miles long and, at half-tide, has an area of 18 square miles and a water volume of 300 million cubic yards" from the second paragraph, first sentence. Moved to first paragraph, second sentence.

-Use acronym SDB for "San Diego Bay"

-Updated phone number for Environmental Health Coalition to (61 9) 474-0220

-Last contact listing, change 'Supercomputer Oil-Spill Modeling' to "Project"

1 – Update San Diego Bay and Area Charts: Add #I8765, Submarine Safety Lanes

20 – Under: Anchorages for General Use, first paragraph "...between the mouth of Sweetwater Channel and a point on the southerlv shore of Crown Cove on the Silver Strand". Second paragraph "...South San Diego Bay is generally prohibited except for vessels engaged in fishing during daylight hours and permitted vessels in UPD regulated anchorages. Authorization to anchor in North or Central San Diego Bay outside designated anchorage areas, for limited periods of not more than 72 hours, may be obtained by application to the Chief of Police. Harbor Police Department."

21 – Update Contact Phone Number: Contact Phone Number: Port of San Diego, Marine Operations (61 9) 686-6345

33 – Change "A minimum of seven (change to four) commercial ship assist tugs.. ."

34 – Under STEERING AND STOPPING EFFECTIVENESS OF TUGS, third paragraph: Delete "A more accurate assessment is by "bollard pull" testing. Such testing is conducted by connecting a tug to a shore side dynamic measuring device and applying

full tug's power in both the ahead and astern modes. The tugs push/pull capability is indicated by the measuring device in a designated measurement standard."

-Under TUG MANNING, last word, change two to three.

35 – Updated Tug Inventory Chart

Appendix 0 – Updated LIST OF CHANGES TO SAN DIEGO HARBOR SAFETY PLAN

2006 Changes to Harbor Safety Plan

- Updated the text, facts, and figures in all the Chapters throughout the Plan. .
- Updated, reorganized, and re-titled the Appendices.

- Added a new Appendix O:
 - Maritime Information: Federal, State and Local Agency Websites.

- Deleted the following Appendices:
 - Resources for Emergency Response –Environmental Clean-up, Firefighting, and Salvage (was Appendix B): out of date
 - USCG WAMS Report (was Appendix J): out of date
 - OSPR Outreach Program – 1995 (was Appendix L): out of date

2007 Changes to Harbor Safety Plan

- Updated the text, facts, and figures in all the Chapters throughout the Plan.
- Reformatted and streamlined the Plan Chapters to make the Plan easier to read and a little more consistent with layout of the other HSC plans.
- Updated, reorganized, and re-titled the Appendices.
- Added a new Appendix O:

- Added a map of the SD Harbor Safety Planning Area on Page 2 of the Plan.

2008 Changes to Harbor Safety Plan

- Updated the text, facts and figures in all the Chapters throughout the Plan.
- Updated, reorganized and re-titled the Appendices.
- The HSC voted to remove reference to the Encina Marine terminal in text and Appendix J because the Harbor Safety Plan does not include operational aspects of the terminal.
- Added a section on Best Maritime Practices at the direction of OSPR management.
- Removed the table of reportable quantities on the Emergency Response Procedures page. Reportable quantities differ between hazardous materials and oil spills.

SD HS Plan 2009 Update, Approved May 2009

- Status update change was made on the CalPORTS accomplishment and recommendation section

2009 Changes to Harbor Safety Plan

A. Maritime Security - MTSA, TWIC (Page vi and 32)

- Summary Paragraph referencing MTSA, TWIC was added to the “BMP#1 - Important General Information Section.” See page vi.
- The four new detailed paragraphs, written by Mark Taylor and now revised by Mike Dolan (USCG), have been moved to the Chapter VI, Vessel Traffic Patterns - Federal, State and Local Laws, page 32. (Seemed logical place.)

B. BMP #2 - Pre-Arrival Guidelines (page vi)

- LCDR Mike Dolan made revisions to NOA and Port Tariff paragraphs to address Capt Marks’ request for clarity about whether Pre-Arrival check-in applies to Yachts, and what the procedure is. See BMP section, page vi.

C. Inland Navigation Rules (page viii and 32)

- Per suggestion/request from Sterling Stires, a short paragraph referencing Inland Navigation Rules apply to San Diego Bay and Mission Bay was added to the BMP #6 Recreational, Naval, and Commercial Vessel Interaction. See page viii.
- Per Sterling, similar paragraph was added to Chapter VI – Federal, State, and Local Laws. See page 8.
- Per Sterling, similar paragraph was added to Chapter VI – Federal, State, and Local Laws. See page 32.

D. USCG Updates to Limited Access Areas (Page 26,27)

- U.S. Navy Security Zones, Restricted Areas, and Naval Vessel Protection Zones (page 26). LCDR Mike Dolan updated text.
- Security Zone around Coronado Bay Bridge (page 27). LCDR Mike Dolan updated text

E. XII Enforcement (page 39)

- I made changes made to 2nd paragraph (i.e., “US Coast Guard has primary authority...”) based on my notes that said to clarify “navigable waters.” Is my revision okay or should the text be left as was?

F. Recommendations and Accomplishments (pages 41, 42, 43)

- LCDR Mike Dolan, USCG updated Nav. Safety Recommendation #4 with one more new sentence at end. (page 41)
- Deleted Boater Education Recommendation 13: “Publicize the availability and list of insurance agencies who offer discounts on insurance rates to those boaters who graduate from approved Safe Boating classes.” (page 42)
- Deleted Accomplishments # “4. Relocated Buoy “SD1” approximately one mile east placing it in line with the entrance range” and “5. Installed additional gated pair entrance Buoys. Eliminate Buoy 3.” (page 43)

G. Maintenance Dredging For Safe Navigation (page 12) 2 deletions per 3/25 mtg.

H. Action Summary On Aids To Navigation (page 14) addition per USCG

SD HS Plan 2009 Update, Approved May 2009

- I. Recreational Boating (page 24) addition per Capt Marks**
- J. Two new maps added HS Plan region and SD Bay Harbor (page 2 and 3) and Data tables/ charts are all updated (pages 23, 25,30, 31, 36)**