

-DRAFT-
SAN DIEGO HARBOR SAFETY COMMITTEE
Full Committee Meeting

DATE: July 23, 2008
TIME: 10:00 AM- 11:45 AM
PLACE: **Port District of San Diego**
Administration Building
3165 Pacific Highway, San Diego, CA 92101
First Floor Training Room

Minutes

I. Introductions

Voting Members: *Mr. Gary White, Mr. Jim Peugh, Capt. Rich Goben, Ms. Robin Blanchfield (via conference call), Capt. Bill Bartsch, Capt. Ed Brooks, Capt. Dave Rodin, Mr. Mark Schouwe, Mr. Bruce Cummings, Capt. Ken Guyer*

Non-Voting Liaisons and Visitors: *LCDR Mike Leon Guerrero, LCDR Mike Dolan, CDR Danny LeBlanc, Ms. Jen Dobbins, Mr. Jack Prescott, Mr. Gerry Wheaton, Ms. Jessica Drewmowski, Capt. Jim Tank, Mr. Frosty Leonard, Mr. R. Mitchel Beauchamp, Capt. Josh Gaylord*

Capt. Rich Goben -Represents excursion vessels and will be the new Chair of the Harbor Safety Committee. Capt. Goben has been involved since 1998. Capt. Goben would like to keep things moving to stay within the agenda. He sees the Harbor Safety Committee as an advisory committee. Before each meeting, Ms. Dobbins will be sending an e-mail to the committee, 3 weeks ahead of time, asking for agenda items along with the amount of time needed and if a presentation is involved. The finalized agenda will be sent a week before the meeting.

II. Agenda Review

- a. No changes.

III. Minute Review: May 28, 2008

- a. Section 5, USNS Sioux needs to be changed.
- b. Motion to approve the minutes with the revision: Mr. Jim Peugh, Second: Mr. Marc Schouwe

Yea -10, Nay - 0- Motion carries

IV. Unusual/Near Miss Incidents

- a. Capt. Ed Brooks: July 12th at 18:45, the California Princess called the Coast Guard. A 40 ft. sport fisher went by at a high rate of speed at Shelter Island and generated a 4' wave. The Captain of the Princess was concerned and was near the fuel pier. This incident brought to mind the carelessness that some skippers have and Capt. Brooks made a recommendation that the Harbor Safety Committee contact the port police to step up enforcement. There are

numerous complaints of excessive waking which could result in a fuel spill because there is a fuel dock in that area.

- b. Mr. Peugh: A letter was sent a long time ago in regards to wake issues.
- c. Capt. Guyer: From working at the Marriott, Capt. Guyer has seen real impact by high speed vessels, that go by the entrance to the marina and there has been some serious damage to the docks. Capt. Guyer feels that the committee should revisit this issue and possibly write another letter about being aware of the facilities on the waterfront and the responsibility of damage done by a wake.
- d. Capt. Goben: Who would letter go to and how would this be distributed? Capt. Goben asked if this issue should be handled by one of the subcommittees: Education or Best Marine Practices.
- e. Guyer: The issue is with both commercial vessels and yachts.
- f. Bartsch: There are 2 types of incidents: a person breaking the law driving their yacht too fast and it would be difficult to prevent that completely. The other aspect regarding facilities being impacted, possibly better signage to encourage people to slow down.
- g. Guyer: There has been damage to G, H and I dock. Signage is an issue that has just started to be addressed with the Port of San Diego.
- h. Goben: If the wakes are effecting not only fuel docks but there are fuel barges around to watch out for, this is an issue and how can it be resolved? These issues come down to education, awareness and boat handling.
- i. Peugh: Mr. Peugh recommended that the Coast Guard and the Port to come and talk about what type of enforcement they do, what kind of enforcement might be appropriate and an overall review of signage. The committee should get some information before taking a position.
- j. Guyer: Capt. Guyer suggested revisiting the program that was done by Rule 9, which was very successful and made people aware that there is a rule.
- k. LeBlanc: CDR LeBlanc believes that there is an investigation on this case and will report at the next meeting. The Coast Guard has a direct link the Harbor police so they can coordinate the patrols in that area.
- l. Bartsch: Who should be called where there is an excessive wake incident, Harbor police or Coast Guard?
- m. LeBlanc: Harbor police dispatch center sits 10 feet away from the Coast Guard command center so either can be contacted and the other would be notified. The Coast Guard needs to coordinate with Harbor police and debrief the committee at the next meeting. Both units are constantly moving so whichever is closer to the incident would respond.
- n. Peugh: The next HSC meeting will have an additional agenda item for the Coast Guard to report on this information.
- o. Tank: The Special Boat Unit puts out an incredible wake.
- p. Dolan: The Navy is answerable to liability incidents.
- q. LeBlanc: If there is a specific issue with a particular unit of the Navy, it should be brought to their attention as a committee.

- r. Goben: The representative from the Navy is not in attendance but the HSC meetings may be the correct forum to start and the representative to report back.
- V. USCG, San Diego Sector Update:**
- a. LeBlanc: CDR LeBlanc reviews the changes at the Coast Guard. The new Captain is Thomas Farris. CDR LeBlanc is part of the senior staff and LCDR Mike Leon Guerrero came from Headquarters and is taking over for Jason Merriweather (Prevention Division) and Mike Dolan is doing industry training with the Port and will be full time as a Coast Guard Officer on August 5. LCDR Dolan will be the primary HSC Coast Guard representative.
 - b. As far as the fireworks are concerned from July 4th there were no big incidents to report. There was some confusion with one of the firework vendors regarding a permit and with the Coast Guard command center, too many boaters were in the area so there was not a firework display in that area. The Coast Guard has a follow up meeting with the vendor.
 - c. The Festival of Sail will take place on August 20th.
 - d. CDR LeBlanc would like some feedback from the recreational vessel representatives: The Coast Guard has had some recent complaints from the Navy as far as their air craft carriers coming into port, particularly the visiting air craft carriers that don't do it on a regular basis and are not comfortable with the girth in front of vessels they are given by the recreation boats. The Navy has come to the Coast Guard and asked them to clear the way, The Coast Guard told the Navy that they would within the legal confines of the law. CDR LeBlanc asks the committee if they have received any complaints.
 - e. Guyer: Capt. Guyer has not heard any specific complaints but the Navy Patrol out in front of most vessels has been very effective.
 - f. LeBlanc: The Coast Guard wants the boating public to know that the reason for this is safety.
 - g. Guyer: Capt. Guyer believes it is time for another media campaign. The boating community needs to be educated.
 - h. LeBlanc: A few years ago, LCDR Cheney put out some pamphlets and it may be time to work on an updated version.
- VI. NOAA Update– Mr. Gerry Wheaton**
- a. No Updates
- VII. OSPR Update - Mr. Jack Prescott**
- a. Lisa Curtis, the current administrator is on vacation.
- VIII. Revision to the Bylaws Language Regarding Alternate Member Positions (Section 1 (g) Discussion and Vote for Approval – Mr. Jack Prescott**
- a. Prescott: At the last committee meeting, a change was made to the bylaws regarding alternate members; one thing was not changed: *“One alternate representative to each primary representative shall be appointed and sworn by the Administrator in the same manner as the primary representative and should be subject to the recommendation of the primary member”*. This means that anyone

that is a primary member should be going out and finding an alternate to serve on the committee. Mr. Prescott wanted the committee to be aware of this since the other language was taken out.

- b. There was not any discussion and the language will remain as is.

IX. Standing Sub-Committees – Mr. Jack Prescott

- a. Prescott: There are 3 active sub-committees: Education, Navigation Safety and Pilotage, and Offshore Moorings. These sub-committees should always be on the Harbor Safety Committee agenda so if something comes up it is able to be addressed. The Encina Marine Terminal was removed from the Harbor Safety Plan so we may be able to do away with the Offshore Moorings sub-committee.
- b. Capt. Guyer: Do you have to vote to create committee?
- c. Prescott: To create a committee, you have to vote but to create a working group, a vote is not necessary.
- d. Capt. Goben: Removing Offshore Moorings as a sub-committee and adding Best Maritime Practices as a sub-committee should be discussed and voted on at the next meeting. The Best Marine Practices is still a working group.
- e. Blanchfield: The Best Marine Practices group has not met since the last time. The push at the last meeting was to get the 2008 Harbor Safety Plan update complete. Ms. Dobbins is in process of finalizing the update.
- f. Bartsch: Capt. Bartsch would like to stand by until we see what happens in San Francisco and other ports in California in regards to issues of restricted visibility and a couple other issues that are outstanding. We will keep the working group active pending further information.
- g. Wheaton: Mr. Wheaton has offered to put some of the Best Marine Practices into the Coast Pilot that would be pertinent to visiting or maritime community that comes in and out of the harbor. Determining what information should be included should be an agenda item for the next meeting. The Coast Pilot is an active publication because those items are listed in the local notice to mariners but if the Best Marine Practice information is included in the actual publication, the deadline for submission is before October.
- h. Goben: The Best Marine Practice working group should meet and determine the information to be included in the Coast Pilot and report at the next Harbor Safety meeting.

X. Sub-Committee Reports

A. Education – Sweetwater Channel Power Point Presentation and Discussion

- a. Jim Tank will narrate the Power Point Presentation. The Sweetwater Channel has been a problem because the channel is less than 300 feet.
- b. Drewmowski: The vessel schedule will be posted everyday, the channel will be closed 15 minutes before and 15 minutes after the ship is backing down and the tug boats are released. The future plans include installing lights at the entrance of

the channel and at the entrance of pier 32 marina. When the light is red, the channel will be closed for transiting and when the light is green, it will be open.

- c. Brooks: Capt. Brooks feels that the presentation should be made at the yacht club or at the particular marina.
- d. Goben: In the meantime, is there signage posted at launch ramp and marina? Capt. Guyer, is the Dockmaster for the new marina going to be at the Dockmasters meeting? Would someone from the Port be willing to do the presentation for the marina?
- e. Drewmowski: The plan is to do this presentation either coming from the tug boat side or the pilot side and Mark Taylor will be talking to both of them. A brochure will be printed.
- f. Cummings: There is no sign on the ramp on 24th St. because the schedule of the ships is always changing.
- g. Goben: Is there an advisory sign without giving specific times to advise the kayakers and the small boaters that are going to launch in that area and give them the opportunity to be safe?
- h. Beauchamp: At the time Mr. Beauchamp was a Council member for National City and was never told by the Port that this was an issue and did not realize the magnitude of the tug wake. Who will turn the red and green light off and on?
- i. Drewmowski: The Wharfinger on duty will be responsible. Someone is on duty 24 hours a day. The ship schedule is on the web.
- j. Peugh: As mitigation for the marina, there was supposed to be an education program dealing with wildlife. Could you possibly combine the wildlife education with the harbor safety?
- k. Drewmowski: Ms. Drewmowski does not know about the wildlife requirement but supposes the 2 presentations could be combined.
- l. Guyer: One recommendation would be to have a marina boat to go out to entrance that would advise boats underway of what is going on. The second thing that can happen is to have the red light/green light at the marine center building so there is an additional light at the marina. As far as the boat, the marina could have a boat donated.
- m. Wheaton: The presentation should be sent to Mr. Wheaton and he will put together language for the Coast Pilot and will bring to the next meeting for review and discussion.
- n. Brooks: One of the initial problems before the marina existed is that there are a lot of homeless people that are living on the vessels that are going back and forth. They are not on foot

but in vessels and Capt. Brooks has personally witnessed some dangerous situations that initiated this issue and those people are still up and down the channel.

- o. Dolan: LCDR Dolan was talking to the Harbor Police and the homeless issue at the channel should be taken care when the anchorage is closed October 1st.
- p. Wheaton: This anchorage is part of the chart and will need some official notification to remove it from the chart.

Goben: The Navigation and Piloting and Offshore Moorings subcommittees do not have chairs. The HSC can vote or Capt. Goben can appoint someone to be the chair. If anyone is interested in being a chair of either, please let Capt. Goben know.
Bartsch: Capt. Bartsch would prefer to be the chair of Navigation and Piloting and step down from as the Best Marine Practices chair.

XI. Public Comment

- a. Capt. Guyer: Capt. Marks and Mr. Prescott have talked about the possibility of creating a marina and yacht club voting member. There have been quite a few issues even talked about today involving yacht clubs and marinas and Capt. Guyer feels a voting member representative would a great addition.
- b. Goben: This would be an item for next meeting as discussion and possible vote to create a petition for authorization by OSPR.

XII. Staff and Liaison Announcements

- a. Guyer: Tall ship event will take place on August 20th. The parade starts at 10AM and will end around 1PM. This event is heavily attended by recreational boaters and please direct any questions to Capt. Guyer.
- b. Goben: Capt. Goben would like to clean house on the nametags. All of the committee members need to have access to the Harbor Safety Plan. The current plan is on the Coastkeeper website (www.sdcoastkeeper.org).
- c. Prescott: The OSPR website will have a link to the Coastkeeper website and all official posting for the Harbor Safety Committee will be on the Coastkeeper site.

XIII. Next Meeting

Full Committee: Wednesday, September 24, 2008

Ms. Dobbins to make sure posted agenda at the next meeting says Harbor Safety Committee instead of San Diego Coastkeeper.

XIV. Adjourn

Motion: Capt. Guyer, Second: Marc Schouwe

Meeting Adjourned