

**-Draft-**  
**SAN DIEGO HARBOR SAFETY COMMITTEE**  
**Full Committee Meeting**

DATE: March 26, 2008  
TIME: 10:00 AM- 12:00 PM  
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. Sterling Stires, Mr. Gary White, Mr. Marc Schouwe, Mr. Jim Peugh, Capt. Mark Taylor, Capt. Rich Goben, Ms. Robin Blanchfield, Mr. Stephen Frailey, Mr. Bruce Cummings, Mr. Jim Penny, Capt. Jeff Bentley*

Non-Voting Liaisons and Visitors: *Ms. Jen Dobbins, Ms. Danielle Miller, Mr. Jack Prescott, Mr. Ken Guyer, Capt. Ed Brooks, Mr. Travis Jackson, Mr. Josh Gaylord, Mr. Gerry Wheaton, Mr. Jose C. Caballero, Mr. Joe Stewart, Mr. Chris Homsley, Mr. N. Leonard, Lt. Jereme Altendorf, ENS Eric. Woynaroski, ENS Marc Mares, Mr. Ken Franke, LCDR Jason Merriweather, CRD Paul Patricio, Ms. Jessica Drewmowski, Capt. Dave Rodin, Mr. Larry Hofstetter*

**II. Agenda Review**

- a. No changes.

**III. Minute Review: January 23, 2008**

- a. Jim Peugh made a change to the minutes – IX. Subcommittee Reports: Education. b. Emory Cove Channel instead of Sweetwater Channel
- b. Motion to approve the minutes, Sterling Stires. Second, Jim Peugh  
***Yea -10, Nay - 0- Motion carries***

**IV. Red Bull Air Races Presentation**

- a. Chris Homsley: The track has been submitted to the FAA for approval and is almost identical to last year. Sunday, April 27th, they will start putting barges in place and Wednesday, April 31st they will begin flying over the bay, which does not include any bay closure. Thursday, May 1st is the first day of course from 1100-1600. The Coast Guard will establish a safe zone an hour before at 1000. Friday May 2nd training sessions – 1000-1200, 0900 for Coast Guard, flying will begin 1330- 1700 for the afternoon session. The port will post times on the website. The commercial fisherman will have controlled times for when they can and cannot leave; times will be posted on the bulletin board and gates for fisherman. There may be an issue with the ferry. If there are issues, the Coast Guard will be cooperative if contacted ahead of time. Chris will get the schedule to Coastkeeper once finalized. Saturday, May 3rd is the big day, the event is on the weekend and the schedules for Saturday and Sunday are similar. Fleet week will coincide with this

event. The current plan is that rehearsals are from 0900-1000; Coast Guard would start at 0800. Sea and air parade is from 1030-1300; Chris' event is from 1300-1700.

- b. LCDR Jason Merriweather: For the Navy portion, a few ships will be out to sea at 0600. The first ship passing review stand at 1100. All the ships will go to the naval base in San Diego. The tall ships go through and come back. The course is the same as last year and the green buoy will be removed. A request has been made for a Coast Guard vessel to remove it and put it back in the water when it is over.
- c. Capt. Rich Goblen: May 3rd there will be 3 cruise ships operating out of the cruise ship terminal: 2 at B St., 1 at Broadway from 0230 and out at noon. There will be 2 cruise ships on Sunday.
- d. Chris Homsley: Saturday is qualifying day, Sunday is race day from 1230-1700. Other than the cruise ships, Chris does not think anyone will be affected. Planes are fueled with just enough for the event.

**V. Unusual/Near Miss Incidents**

No reports

**VI. USCG, San Diego Sector Update – LCDR Jason Merriweather**

- a. Looking at having a marine event of national significance, beginning at either the port of Seattle or port of Tacoma and work their way down the coast. The events are scheduled for the beginning of July through August 25th. In San Diego, Maritime Museum is planning on participating with a number of tall ships, Coast Guard training vessel Eagle will participate and be here a few times over the summer.
- b. TWIC (Transportation Worker Identification Card): TWIC office is currently located at 1025 W. Laurel. 1 million to 2 million people should have this card, right now at 20% national wide enrollment, Merchant mariners must possess by September 25, 2008.
- c. America's Waterway Watch: Coast Guard uses their worldly operators and asks them to use the 800 number to dial in a suspicious activity. Coast Guard has been chasing a rabid mayday caller and not finding anyone in the water. Safety and security of this port is all of our responsibilities. Marina, dock, facility should have pamphlets and cards and if you see something that does not look right, please report.
- d. Maritime Industry Outreach: Coast Guard wants to do the best they can and are looking for honest performance feedback. The Captain will be meeting with focus groups. This is an opportunity for candid dialogue. If the Coast Guard would like to get input from the HSC, please send information to the HSC secretary to make the members aware.

**VII. Places of Refuge/Area Contingency Plan – Lt. Jereme Altendorf**

- a. Lt. Jereme Altendorf: Post Cosco Busan, Coast Guard discovered some issues that needed to be addressed. Public affairs was the piece that broke down after the Cosco Busan incident. The Coast Guard is working to communicate with and make everyone aware of the process and plan in the event of an oil spill. The Area Contingency Plan is a local plan for responding to a worst case discharge in this region from the border to Orange County line. There are 5 plans in CA and San Diego is just 1 of them. The committee is made up of stakeholders, Audubon society, Chevron, Oil Spill Response organizations, Coastal Commission, Fish and Game, etc. and meet 4 times a year, which is required by law. The committee has a good working relationship with the EPA at the regional level and they set up area regional/national plans and goals. The plan is online on Homeport or CA Fish and Game. The plan looks at all the resources that are in the AOR and tries to get everyone in a room to talk about how they would manage a severe oil spill. The plan is on a 3 year

revision cycle and a revision due this year which is due to headquarters by August 30<sup>th</sup> and should be publicly available by the end of the year. The involved parties are looking at the following aspects of the plan: is it usable, is it updated frequently enough, how is it tested, how to address volunteers and how to get the correct people involved. The Coast Guard is incorporating as much information as possible including listing scientists/specialists, Hazmat, places of refuge: this is a significant revision. This plan has been around since 1993. NPREP: National Preparedness for Response Exercise Program is a full scale exercise due this year and is scheduled for June 11<sup>th</sup> and 12<sup>th</sup>. The NTC promenade is the scheduled location at this point. Questions or those who would like to participate should contact Lt. Altendorf. The exercise will be an offshore scenario of a vessel collision: want to exercise the Navy, Chevron wants to exercise salvage plans and Coast Guard wants to exercise places of refuge. If there is a distressed vessel, where should it be taken? A year and ½ ago, Lt. Dietrich called pilots in the area and asked if there was a problem, where would you take it as a starting point. This is a process for the Captain of the port to make an educated, responsible, stakeholder input. Lt. Altendorf will be gone over the summer and other contacts are as follows:

ACP/N-PREP Coordinator – ENS Marc Mares 619-278-7036, [marc.a.mares@uscg.mil](mailto:marc.a.mares@uscg.mil)  
Incident Management Division ENS Eric Woynaroski 619-278-7285,  
[eric.j.woynaroski@uscg.mil](mailto:eric.j.woynaroski@uscg.mil).

- b. Capt. Rich Goben: June 12 is the area maritime meeting.
- c. Altendorf: Lt. Altendorf is aware of the maritime meeting but Chevron had an opening on June 11<sup>th</sup> and 12<sup>th</sup>.

#### **VIII. NOAA Update – Mr. Gerry Wheaton**

- a. As a result of Cosco Busan and weather, the NOAA is re-looking at the Coast Pilot with respect to CA and the weather services represented. Information will be reposted in Coast Pilot and transfer a lot of information to the Harbor Safety Committees. For example, in San Francisco bay, there is talk about 3 weather places, Sacramento, San Francisco and South Bay. Weather is not the same in entrance of San Francisco as in the South Bay so the NOAA is looking to break it down further and look at the inconsistencies in San Diego bay, Los Angeles and Port Hueneme. The NOAA is looking at the weather from a yearly perspective and hope to help people understand what they are getting themselves into when they go into these areas, especially with climatic changes.

#### **IX: OSPR Update – Mr. Jack Prescott**

- a. Jack Prescott: Pending legislation is coming in effect in April, OSPR is not doing a public outreach for this unless they are tasked by public or affected parties and Jack wanted to make sure the HSC knows about this legislation. This legislation deals with low volume ports in regards to ship volume, traffic coming in and having shoreline protection strategy and coverage in place, including San Diego. Every vessel calling into these ports is getting a surcharge for providing additional coverage for them, the surcharge ranges from \$3,000 to \$13,000. There are no plans to do public hearings. This legislation is important to ship traffic, bunker businesses and each of the low volume port areas. Mr. Stires sent a notice out to create awareness and this would have a huge impact on the San Diego port.
- b. As a direct result of Cosco Busan, the liaisons for the Harbor Safety Committee are now also liaisons for any spills of significance. Jack will be the liaison officer for OSPR.

- c. Robin Blanchfield: There are 2 separate functions the Harbor Safety Committee could be involved in during a spill. In the case of the Cosco Busan: response into the command, the strategies for that and the notification of local governments and necessary individuals. Because it was a vessel accident, there was a special meeting of the Harbor Safety Committee and they talked about the vessel accident and updated them on the spill. Separate from that, the HSC is continuing follow up and have been doing special reports and investigations. Reports are being submitted to the Governor. The HSC in San Francisco plans to complete reports to the Governor in June and Robin has recommended that these reports and recommendations are presented in San Diego. In response to Cosco Busan, there are a number of bills being proposed at state and federal level that affect response and navigation.
- d. Lt. Jereme Altendorf: Committee puts out newsletter every quarter which is available on the Homeport website with meeting times, etc.
- e. Jim Peugh: Are Coastguard and OSPR getting more money to work on responding?
- f. Lt. Jereme Altendorf: Not aware of any additional national level funding to increase but the funding has always been in place to make sure systems are in place and that the people inside the Coast Guard have training and are prepared.
- g. Jack Prescott: This is not any additional funding for OSPR at this point but are working on those issues. Internally there might be issues for having qualified personnel working in the areas of the Marine Safety branch. There have been some personnel issues dealing with bringing in people without background but the new administrator put an annotation on the policy that she will personally review qualifications.

#### **X. Best Maritime Practices Update –Mr. Jack Prescott**

- a. Jack Prescott: Capt. Bartsch was not present. The working group came up with seven items: Important General Information, Vessel Speed and Wake Management, Underkeel Clearance, Radio Communication, Reporting Communication, Reduce Visibility, Recreational and Commercial Vessel Interaction. Jack has done a survey of every commercial vessel he has boarded since November and how many of them have read the Harbor Safety plan before they entered, and none of them had. The mariners rely on information from a Coast Pilot and ships agents because they have direct communication from the particular port they are going to. The ships agents give them a heads up on what the local requirements are for coming into that port. If information is deemed important, it will be in the Coast Pilot, otherwise it won't be effective in outreach.
- b. Stires: In relationship to Cosco Busan, BMP were cited when they pulled pilot's state license.
- c. Prescott: The BMP were cited but not used. The Best Marine Practices themselves, and as they are generated in the Harbor Safety plan, do not have a weight of regulation.
- d. Robin: The BMP can reflect international, national, state or local regulations and don't supersede those.
- e. Prescott: When the Best Marine Practices are in their final draft, they will be presented to the full committee and someone from the legal staff will review.

#### **XI. Discussion and Voting on Eliminating Marine Terminals Sections from Harbor Safety Plan – Capt. Debra Marks**

- a. Jack Prescott: Offshore marine terminal for Encina is in San Diego county. The offshore warning for port of LA (Long Beach), have removed section for El Segundo. Nothing within our plan requirements that details operational aspect of that terminal, really no reason to have in our plan. Located in appendix K
- b. Motion to remove Encina Marine Terminal from Harbor Safety Plan: Robin Blanchfield. Second Marc Schouwe.
- c. Amend motion to remove all reference including all appendices from SD Harbor Safety Plan  
*Yea – 9, Nay- 0, Abstain – 1, Motion carries.*

## **XII. Review SAC Letter – Mr. Jeff Bentley**

- a. Jeff Bentley: This letter was discussed 2 meetings ago and is a way to piggy back on the Coast Guard's efforts to reduce glare from sport fishing boats. Jim Peugh and Jeff motioned to send a letter to Mr. Fletcher who had sent outreach to his members. Jim and Jeff felt that they needed to know more details about Mr. Fletcher's outreach to reduce or redirect the lamps since it is still an issue. In the letter, Mr. Fletcher has been invited to come in and talk to members to continue the dialogue. Jeff Bentley asked what the guidelines are for this committee to submit a letter.
- b. Capt. Marks: committee has to agree on the content of the letter before sending and the delay lets them know it is an ongoing issue.
- c. Bentley: Did not discuss at BMP, could we add deck illumination guidelines to BMP.?
- d. Jim Peugh: Would like to change the 3<sup>rd</sup> paragraph.
- e. Motion to send letter: Jim with correction, second.  
*Yea - 10, Nay -0, Motion carries.*

## **XIII. Sub-Committee Reports**

### **Education:**

- a. **Mr. Mark Taylor:** The education program wrapped around Pier 32 opening in National City was supposed to open in January, but are now looking at late April. The port is working on a simple brochure to hand out to boaters/slip tenants. The Port photographer is working on a powerpoint presentation, taking photos from tub aspect, will be taking photos from the bridge aspect, boat out on the channel from a water aspect and once the presentation is together, it will be brought to the committee. Mark will be asking for assistance from the tug boat companies about speaking to the photographs.
- b. Jessica is working on a notification system and equipment which will work - traffic signals, message boards and putting costs together. Grant money may be solicited for this project.
- c. Still working on port guide trying to have this ready for 2009 and will be bringing it to the committee to review.

## **XIV. Public Comment**

- a. Robin: Working on the Harbor Safety plan for 2008 and has sent out e-mails to the Coast Guard, Navy and port asking for updates and statistics for appendices. Robin will bring this information to the May meeting. The information will have to be voted on and done by June 30<sup>th</sup>.

- b. Gerry Wheaton: The National Harbor Safety Committee meeting is in Seattle May 11th, 12th and 13th
- c. Jack Prescott: There is a poison pill set up in Harbor Safety bylaws for alternates: once the primary steps down, the alternate is automatically turned out. This will be discussed at the next meeting so please be prepared to review.

**XV. Staff and Liaison Announcements**

- a. Capt. Marks: Jim Penny is retiring and thanked him for his service on the Harbor Safety Committee.

**XVI. Next Meeting**

*Full Committee: Wednesday May 28, 2008*

Voting on Harbor Safety Plan Bylaws

**XVII. Adjourned**

- a. Motion to adjourn the meeting, Rich Goben. Second, Marc Schouwe  
*Yea -10, Nay - 0- Meeting Adjourned.*