

-Draft-
SAN DIEGO HARBOR SAFETY COMMITTEE
Full Committee Meeting

DATE: May 28, 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. Jim Peugh, Capt. Mark Taylor, Capt. Rich Goben, Ms. Robin Blanchfield, Capt. Jeff Bentley, Capt. Debra Marks, Capt. Bill Bartsch, Capt. Travis Jackson, Capt. Ed Brooks, Capt. Dave Rodin*

Non-Voting Liaisons and Visitors: *LCDR Drew Cheney, Capt. Ken Guyer, Ms. Jen Dobbins, Mr. Jack Prescott, Mr. Gerry Wheaton, Ms. Jessica Drewmowski, CRD Paul Patricio, Ms. Lynne Eddy*

II. Agenda Review

- a. No changes.

III. Minute Review: March 26, 2008

- a. Changes to Voting members: Capt. Travis Jackson and Capt. Debra Marks are voting members and were in attendance on the March 26, 2008 meeting.
- b. Motion to approve the minutes with revisions: Mr. Sterling Stires, Second: Capt. Rich Goben

Yea -12, Nay - 0- Motion carries

IV. Unusual/Near Miss Incidents

- a. No problems at the Red Bull Air Races.
- b. Cheney: All reports from Red Bull, everything went smoothly on the water and would call the event a success.
- c. Taylor: Everything went well and there was no impact on the cargo terminals. They are talking about signing contracts for several more air races. The only issue with the air race is the time of year, the Port has other things going on in early May and is trying to work with Red Bull on the dates for next year.

V. USCG, San Diego Sector Update – LCDR Drew Cheney

- a. A tug did a soft grounding on May 23, 2008. The USNS Sioux was towing out a decommissioned sub at a ballast point and was headed North. The tug got sideways, Sioux tried to correct by buoy 11 and the Sioux did soft grounding and dragged buoy 11 about 73 yards into the channel. It has been put back on station, no damage to the buoy and the vessel was allowed to continue on. They did continual tank checks to make sure there was no damage indicated to the vessel. This was not a major incident but is still under

investigation. The Sioux ran into ground in a sandshell bottom. The incident was well reported and well documented.

- b. This will be LCDR Cheney's last HSC meeting, he is moving to District 11. LCDR Cheney's last day at the sector is July 18th. The Prevention Chief's last day at the sector is June 3rd. LCDR Michael Leon Guererro will be the new Prevention Chief and starts July 7 and relief for LCDR Cheney will be LCDR Michael Dolan, he will be in town early June but is going through a program of industry training working with the Port of San Diego. LCDR Dolan does not report to Cheney's position until mid-August. Updates will be sent to the HSC secretary.

VI. NOAA Update – Mr. Gerry Wheaton

- a. NOAA has done a review of the National Weather Service and the weather conditions in the Coast Pilot. This has been completed for this end of the state. The information has been submitted for update of the Coast Pilot and a lot of the information has been incorporated in the San Diego Harbor Safety plan. It will probably be in the next version of the Coast Pilot in November.

VII. OSPR Update – Mr. Jack Prescott

- a. Some changes have been made in the Harbor Safety personnel: Capt. Jeff Bentley, Capt. Rich Gobin (the new chair) and Capt. Ed Brooks. These three members were sworn in. Capt. Mark Schouwe will be the Vice chair.
- b. Capt. Debra Marks stepped down as Chair after 11 years and was presented with a plaque.
- c. The NPREP upcoming exercise has changed locations. The exercise will take place at the Convention Center June 10th-12th. For the initial kick off, the first responders will be notified and will respond to Sector San Diego. From there they will be mobilized as a group to go open up the new Command Center at the Convention Center. The exercise of a naval vessel coming into contact with a Chevron tanker is supposed to be of significant volume. California has a pre-approval process and this will roll into the criteria that has already been established.
- d. Cheney: On June 12, there is a boom deployment scheduled.
- e. Blanchfield: The Command Center will be tested because that was a big issue in the Cosco Busan. Places of Potential Refuge for disabled vessels will also be tested. The Coast Guard is working on that with the area committees so they will test out those sites and process. Coordinating volunteers will be tested as well.
- f. Prescott: Volunteers will be coordinating with different municipal groups as this was one of the lessons learned in the Cosco Busan incident.
- g. Blanchfield: There are 2 different volunteer coordinations 1) Oiled Wildlife Care Network which is the birds and sea mammals, people come to be trained. 2) Convergent volunteers, people who wanted to clean up oil from the beach. These volunteers show up without any training. The lesson learned from having convergent volunteers at Cosco Busan is how to respond to them, how to organize them and how to supervise them on site. Because of the hazards and health impacts with oil spill clean-up, there is still a reluctance by the county and state to use volunteers, versus certified trained professional hazardous spill responders, to clean up oil on the beaches. After the Cosco Busan oil spill, a volunteer subcommittee was established in the San Francisco Area Committee to improve the volunteer coordination process for convergent volunteers. The volunteer process that the SF

Volunteer Subcommittee is currently working on will be discussed and adapted on a statewide basis to the other Area Committees over the next year. The SF volunteer process provides that volunteers are organized through local governments and through the local volunteer centers of the County's Office of Emergency Services. They work through the Office of Emergency Services at the county and city levels and through the volunteer centers at the county and city levels. These lessons were also learned while managing the wildfires.

- h. Peugh: There will be a lot of pressure from organizations like Audubon and Coastkeeper because even though people haven't been trained in oil spills, there are people phenomenally trained with an assortment of technical capabilities. In many cases, these organizations have people that have more experience in parts of this than any agency does. These organizations will want to take part.

VIII. Revision to the Bylaws Language Regarding Alternate Member Positions – Mr. Jack Prescott

- a. There is one change in Appendix K of the San Diego Harbor Safety Committee Bylaws: Once the primary changes positions and the new primary is sworn in, the alternate would be dropped. Mr. Prescott proposed that the wording be changed (on page 3) under G item 3, that the alternate may continue to serve after the resignation or removal of the primary member and that the alternate member may apply for the primary member position.
- b. Motion to accept language under paragraph (g) (3) as revised: Sterling Stires, Second: Robin Blanchfield
Yea – 12, Nay- 0, Motion carries.

IX. Best Maritime Practices Discussion and Approval –Mr. Jack Prescott and Ms. Robin Blanchfield

- a. Ms. Blanchfield pulled all the notes together into the format that is used in the Harbor Safety plan. After review, a vote should be taken on content. The BMP (Best Maritime Practices) are gone through section by section: Important General Information, Pre-Arrival Guidelines, Vessel Speed and Wake Management, Under-keel Clearance, Radio Communication, Recreational and Commercial Vessel Interaction, Reduced Visibility, Heavy Weather Contingency Plans. The Reduced Visibility and Heavy Weather Contingency plans are the shortest sections and the intent is that much more will be added after more in depth discussions with the Harbor Safety Committee as a whole and the Coast Guard as the reduced visibility and heavy weather BMP are developed up and down the state. In the reduced visibility section, the Harbor Safety Committee language that was recommended and approved in 1997-1998 was included. The section that gave the BMP working group the most discussion was the BMP for small vessels which Capt. Marks drafted, the majority of the dialogue was about San Diego Bay and Rule 9. Rule 9 was quoted from the Port of San Diego's website.
- b. Bartsch: The BMP started as small document and each member represented a different part of the Bay and brought up different issues. The document seems a little awkward, but will work for this year and will evolve. Capt. Bartsch feels that the most important passage was about trying to reduce the amount of wakes. The Radio Communications section was useful to summarize so mariners know which channels to monitor. One thing that was not included but could be in the future is a "Captains' Call" which will probably be started in September. The meeting will be an informal gathering of everyone in the bay that runs

boats to get together and do trust building and learn to appreciate each other's industries. These "Captains' Call" groups would talk about challenges, not with an attorney or not representing a specific company. This would be a way to try to get the people running all the boats to start networking.

- c. Prescott: The BMP does not have to be inserted in its entirety as a stand alone document for the whole year, the BMP can still be worked on. Parts of the BMP are directed at different audiences. As a concept, the BMP can be voted on and the committee can continue to develop.
- d. Blanchfield: Although some of the BMPs reflect existing rules and regulations, the BMPs overall are not intended to be rules and regulations; as stated in the BMP Introduction they are intended to be common sense approaches, prudent maritime and prudent mariner practices. The BMPs include a disclaimer in the introduction that make it clear that these are not intended to be in conflict with the Federal, State and local regulations.
- e. Brooks: In section 2. Regulated Navigation Area should be added (RNA). On the last bullet, the document should say notice of arrival rather than NOAA.
- f. Goben: The same section that says vessels must check in seems too vague. Every boat does not have to check in, there is a need to make it clear for Notice of Arrival. For NOA on vessels over 300 gross tons, there was a requirement for vessels over 100 gross tons to notify the Coast Guard if they were passing through.
- g. Cheney: 100 gross tons and above is what is in the regulation for the RNA (entering, leaving, transiting if you don't have AIS). 300 gross tons is the regulation for Advanced Notice of Arrival.
- h. Marks: It isn't necessary to go into too much detail because the document is a work in progress. There is still a lot of discussion. For notice of arrival: the time frame requirement is missing. There are still some things missing but the BMP document is a good start. Another BMP meeting should be set up to fine tune the document.
- i. Blanchfield: The Coast Guard website that defines regulations can be added.
- j. Goben: Regarding Notice of Arrival: add the website for National Vessel Movement Center. Capt. Goben will e-mail Robin the information.
- k. Blanchfield: There was a lot of discussion on Rule 9 and making sure it was accurately portrayed. Ms. Blanchfield tried to accurately represent what the work group discussed and agreed upon.
- l. Peugh: Mr. Peugh believes that Underkeel clearance needs to be explained and would like to know if the BMP is a document for browsing or are they also for minimizing sediment?
- m. Marks: The Underkeel clearance information was taken from the Harbor Safety plan.
- n. Peugh: It would be nice to look at underkeel clearance from a water quality point of view.
- o. Bentley: In regards to Rule 9: The second paragraph in 6 (a.) Part B should be a separate sentence and read: Small vessels, according to Rule 9, shall remain clear of: large commercial and naval vessels that for navigational safety and the practice of prudent seamanship navigate primarily within the main channel. Tugs with tows, have limited maneuverability. Be aware of ships and tugs coming up behind you in the main channel.

- p. Motion to approve the Best Marine Practices as a work in progress: Capt. Ed Brooks,
Second: Sterling Stires

Yea – 12, Nay- 0, Motion carries

X. 2008 Harbor Safety Plan Update Review and Vote for Approval: Ms. Robin Blanchfield

- a. The Harbor Safety Plan was updated with new facts and statistical figures from the Navy, Coast Guard, Port of San Diego and NOAA. Any reference to the Encina Marine Terminal was deleted. The other major addition was under Accomplishments and Recommendations: the Best Maritime Practices were developed and published. Please let Ms. Blanchfield know if there are other items that should be added. In the future, some of the information from the BMP regarding small vessels will be inserted into the Harbor Safety Plan. On page 10: Capt. Mark Taylor will check on the following statement from the Army Corp. of Engineers: *Additionally, two adjacent anchorage areas are included in the harbor design. They occupy the area between Harbor Island and the North Bay Channel. The design depth of the western section is 26 feet and the design depth of the eastern section is 36 feet.*
- g. was deleted entirely. Capt. Taylor will check on that as well and Ms. Blanchfield will find out why it was deleted and will e-mail the HSC. The appendices came from the organizations that were responsible for those sections.
- b. Stires: Legal Council should be changed to Maritime Law Representative.
- c. Marks: The membership list has a category for regular visitors, this should be removed and Ms. Dobbins keeps a record of all attendees.
- d. Blanchfield: Appendices that were updated were Appendix A, D, E, F and G. The information for Appendices F, H and I still need to updated and Appendix J was deleted. The other major revision was on the Emergency Response Procedures page, the table of reportable quantities was removed. Reportable quantities differ between hazardous materials and oil spills.
- e. Peugh: ACOE should be changed to USACE (Army Corp. of Engineers).
- f. Blanchfield: On Page 20, Capt. Brooks had made a clarification to “Communication Problems” (c) Interferences from radio communications **to and from** other ports has been reported. Status update change was made on the CalPORTS accomplishment and recommendation section. The Harbor Safety Committee was supporting the CalPORTS bill and it was updated to say that it is unlikely the bill will be passed given the budget deficit in the State of California.
- g. Motion to approve the Harbor Safety Plan based on changes: Capt. Goben, Second: Capt. Jackson.
Yea – 12, Nay- 0, Motion carries
- h. Marks: The final version of the plan will be e-mailed to the committee. Please print a copy for yourself and make sure that the contact information is correct and current.

XI. Sub-Committee Reports: Capt. Mark Taylor

- a. Education: A presentation was given on the Interface of Recreational and Commercial vessels in the Sweetwater Channel. Pier 32 will be opened in mid-June and this presentation will probably be made to the tenants of Pier 32 in mid-July. Capt. Taylor will send a copy of the Power Point presentation to all members for comments. The final presentation will be made at the next Harbor Safety meeting.

XII. Public Comment

- a. No comments.

XIII. Staff and Liaison Announcements

- a. Capt. Marks has been appointed to be a member of the Federal Navigation Safety Council in Washington DC. Some of the information that is being discussed at those meetings would be of interest to the Harbor Safety Committee. The National Security Council is considering the implication of commercial and military vessels being able to transit arctic waters. The council has advised the Coast Guard to get the funds to establish e-loran as a backup to GPS because the GPS signals can be jammed so easily. Other issues that have been reviewed: AIS issues, aides of navigation, navigational effects of off-shore renewable energy installations, movement of inland rules of the road to CFRs: 33CFR83.

XIV. Next Meeting

Full Committee: Wednesday July 23, 2008

Capt. Goben will be the new Chair. Capt. Marks and Capt. Goben will get together before the next meeting.

XV: Adjourned

- a. Motion to adjourn the meeting: Jim Peugh