

SAN DIEGO HARBOR SAFETY COMMITTEE
Full Committee Meeting

DATE: November 19, 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: *Capt. Debra Marks, Mr. Jim Peugh, Capt. Ed Brooks, Mr. Mark Schouwe, Mr. Bruce Cummings, Ms. Robin Blanchfield, Capt. Travis Jackson, Mr. Sterling Stires*

Non-Voting Liaisons and Visitors: *LCDR Mike Dolan, CDR Michael Leon Guerrero, Capt. Ken Guyer, Mr. Harvey Vallier, Mr. Steve Edinger, Ms. Jen Dobbins, Mr. Jack Prescott, Ms. Jessica Drewnowski, Mr. Philip Weiss, Mr. Frosty Leonard, Ms. Cody Hooven, Mr. Paul Patricio*

Mark Schouwe chaired the meeting in Capt. Rich Goben's absence.

II. Minute Review: September 24, 2008

Motion to approve the minutes: Mr. Jim Peugh, Second: Capt. Debra Marks

Yea -8, Nay - 0- Motion carries

III. Unusual/Near Miss Incidents

- a. Capt. Ed Brooks commented that people in the harbor have been communicating much better and there have been noticeable improvements.
- b. Mr. Jack Prescott: A Pilot Advisory meeting took place a few months ago and Capt. Bartsch is still looking into the "Captains Call" meetings with pilot's man and other boat operators. These meetings will be separate from the Harbor Safety Committee.

IV. USCG, San Diego Sector Update: LCDR Mike Dolan

- a. Proposition B did not pass.
- b. The focus in the Port remains the Transportation Worker Identification Credential (TWIC). The deadline is December 30. This is a security program but the second phase in April will be all the mariners that hold a Coast Guard credential or license will be required to have a TWIC. In the future, it will merge into one Coastguard issued card.
- c. A Pilot Advisory meeting took place last week. One of the agenda items was the Pilotage Exemption Application that is taking place locally. This application allows mega yacht operators whom have been in the Port before and the pilots are comfortable with their seamanship, the operator is not required to take a pilot. The form has been changed and the process has been streamlined. The form now goes to the Port, the Port coordinates with the pilots for an individual check and the Coast Guard gives the final approval. The Coast Guard has safeguards in place and can deny the request, because of weather, etc. The exemption is one year. This system is not going on in other ports; the San Diego Port is a prototype. If an exemption is given, the pilot's fee is still paid at a reduced rate. A mega yacht is a privately owned vessel over 300 gross tons that is not carrying freight.
- d. There is a Navy security zone, Notice of Proposed Rule Making. If this is approved, it will be published and then move into a comment period. In Point Loma, there are two

security zones that are separated by a restricted areas. The proposal is to change the boundaries that connect the two to connect the security zones. They will be re-numbered at a later date. A big part of the area stays restricted but will still have access. The goal is to get this proposal routed to the Captain this week and if he signs, the timeline is usually a couple weeks to get published. Phil Goodman is the Navy contact.

- e. Another Navy proposal is taking place in San Clemente to consolidate some of the danger zones to make it an easier regulatory framework. LCDR Dolan does not have all the details yet but this proposal is on the horizon.
- f. Zuniga Jetty remains a problem with the closing of Anchorage 8. There are some individuals in that areas and there are concerns during heavy weather. The Coast Guard is still developing ideas of how to address these issues. The Port does not have a role in this area because it is outside of their jurisdiction. The Coast Guard is still taking ideas of how to manage this area. If anyone has ideas, please contact LCDR Dolan. This may become a regulatory project to be a limited access zone. The right tool needs to be picked and designed correctly.
- g. Mission Bay Jetty was damaged. Repair of the jetty is on the list for Army Corp. The light at the end was gone and a temporary smaller light was installed. Some folks have commented that the light is not strong enough. Aids of Navigation is trying to look at options to put in a mid-channel marker.
- h. The Coast Guard has not had any issues with North Island bridge seismic upgrades. The contractors in that area are abiding by the permit.
- i. The Coast Guard has a permit in to put in another floating dock for the patrol boats and are asking for comments on the suitability of that project.
- j. A number of marine events are coming up for before the holidays: the Parade of Lights, 2 events in bay and 1 event in Mission Bay. A staff member who works solely on permitting events will come to a future Harbor Safety meeting to present. Sometimes the events are published and usually a new safety zone is written if needed and then the decision is made if a Control Commander is needed. A schedule of events is disseminated to the Navy and other partners. The schedule is also on the Port website.
- k. Capt. Guyer: Sometimes there is not enough notice. It is difficult from a marine standpoint to get the word out to people.
- l. Bruce Cummings: Mr. Cummings will get Capt. Guyer's e-mail address because he puts out the Notice to Mariners. Port tenants is another place to start.
- m. Sterling Stires: Regarding TWIC, who makes the cards and where are the stations?
- n. Dolan: TSA is responsible for the enrollment and production of the cards. There is a single enrollment center on Kettner and Laurel. It is best to pre-enroll online and make an appointment. A variety of checks are done and if everything goes smoothly, approval should take a few weeks. The card has to be picked up after it is approved and this is the final step (activation).
- o. Capt. Guyer: There were some problems with renewal of the merchant marine document and TWIC, which is designed to be the same number of years. Capt. Guyer tried to renew both documents at the same time and this caused a delay.
- p. Capt. Brooks: How is the East Coast handling foreign sailors in security areas that do not have TWICs?
- q. Dolan: The Coast Guard has encouraged facility operators to provide a mechanism to get foreign sailors from their vessel. Sometimes this requires expenditures to set up routes or allow escorting. There has not been a one size fits all solution.
- r. Cummings: The 10th Ave. seems to be the hang up at this point. The FSO of the San Diego Port has been trying to figure out how they are working out these problems. Having the people at the Seaman center be more involved with an escort type role may be a possibility. The issue is not cut and dry but other ports are being looked at to see how

the issue is handled. Goes back to Port's position, whoever benefits from having the non-TWIC holding vendor, they have to take care of the escorting in and out of the terminal. The San Diego port is holding numerous escort trainings to have as many escorts trained as possible. The training is being done by Heritage.

- s. LCDR Dolan: At the last meeting, waking incidents were discussed and LCDR Dolan spoke to the Harbor Police dispatchers. The way they take reports is that they do not tag unless there is a person in the water. The waking incidents will have to be identified by specific location and researched. LCDR Dolan will look for specific incident that was discussed in the last meeting.

V. US Navy Port Operations: Harbor Master Paul Patricio

- a. Pier Juliette in Coronado: the proximity of the wharf to the channel is closer than anywhere else. Numerous situations have come up because ships passing are causing a wake and moving the carrier 20 to 50 feet. The issue had died down and vessels seemed to be slowing down but the situation has come up again recently. The Director of Port Operations is working on a regulated navigation area (RNA) ruling to limit the speed in that small portion of the channel, basically between buoys 21 and 22. The Navy will ask the Coast Guard to officially begin the RNA ruling process. Right now the speed limit is 10 knots but the Navy would like to change the speed limit to 7 knots in this area for larger vessels. The Navy is asking for the Harbor Safety Committee's support. Dolan: When the rule making process begins, everyone is invited to comment as individuals or as a committee. All the comments go into the docket and all the comments are reviewed and addressed in the next publication.
- b. Blanchfield: Would it help to have a support letter from the committee?
- c. Dolan: The Coast Guard is the agency responsible for developing the rule and putting the rule forward. The Navy would be the sponsor of this specific rule. The Coast Guard would control processed comments. If a public hearing was asked for and granted, the Navy would sponsor the hearing, do the presentations, receive the comments. The committee can choose to support or not support based on professional opinions. The Coast Guard is the neutral broker of the process.
- d. Patricio: This is still in the very beginning stages. The Nimitz wanted to speed issue brought up as a whole.
- e. Blanchfield: Do you need support to initiate process?
- f. Patricio: No, to start the process, support is not needed. The Navy will start the process and present to the Captain of the Port. The Captain would need to agree to initiate the process. If the Captain of the Port is wavering, the HSC could write letter to support the Navy.
- g. Peugh: Are there any interest groups that would oppose this ruling that we should be aware of?
- h. Patricio: Not that I am aware of.
- i. Weiss: Are the wake incidents always logged?
- j. Patricio: Wake incidents are not always logged. If the incidents are not logged, there is nothing that can be done about the issue. Since August, all incidents have been logged.
- k. Guyer: Marriott has a major problem with wakes. Is G Street suffering from the same thing?
- l. Cummings: There have not been many complaints.
- m. Blanchfield: The Navigation Sub-Committee can take up this issue and make future recommendations.

VI. NOAA Update: Gerry Wheaton did not attend the meeting.

VII. OSPR Update - Mr. Jack Prescott

- a. A link to the State Lands website was sent to everyone on committee. A lot of guest speakers were present at the Prevention First, an annual event the State Lands Marine Facilities puts on. The Links on table of contents will take you to the PowerPoint. One thing Mr. Prescott thought was particularly important as far as the pollution aspects of the Port was that the number of spills have gone down quite a bit. Another issue covered at Prevention First was the seismic retrofit to terminals. In San Diego, there is only one marine terminal involved in petroleum transports. Cathartic protection, looking at damages and assessments to piling structures, putting together a timeline for going in and doing surveys were all reviewed because there were not systematic approaches to this in the last 20 years. The seismic incident in Japan, spring boarded the United States to look at this issue.
- b. Steve Edinger has been appointed as the OSPR Administrator by the Governor.

VIII. OSPR Administrator Mr. Steve Edinger

- A. Mr. Edinger had the acting Administrator position starting in July and the appointment was made final in November. When Mr. Edinger began the position, he was given a red file of all the issues that needed to be addressed and the San Diego Harbor Safety Committee was not on that list. Last year about this time, many people were knee deep with Cosco Busan. The Cosco Busan changed the spectra of maritime accidents in California, federal legislation is still pending. One thing Mr. Edinger is pleased about is that the Governor called for a special investigation into looking at the causes and some of the prevention work and the Harbor Safety Committee was asked to do some of that work. This raised the spectra of the Harbor Safety Committee in the Governor's office.
- B. Looking at the economic downturn we are now facing, this could lead to an increase in maritime accidents, due to lack of funding for training for staffing, maintenance and other things that come into play. Mr. Edinger would like to thank for Harbor Safety Committee for the dedication that has been shown to prevent maritime accidents and to protect the environment, wildlife, commerce and port operations.
- C. Bud Leland, the Deputy Administrator, is retiring December 15th after many years of service. A new Deputy will be appointed at some point.
- D. Mr. Edinger is a big believer in transparency and participation and if anyone has issues in this forum or outside, do not hesitate to contact him.

IX. Harbor Safety Plan Update: Ms. Robin Blanchfield

- A. The Harbor Safety Plan needs to be updated by May of 2009, our last meeting before being handed into OSPR. The last time the Plan was updated, questions were raised that it may be time to do some major updating. We have reformatted the Plan and updated the statistics and maps but there was some discussion that there may need to be some rewriting. Ms. Blanchfield would volunteer to head the working group but would need volunteers. The working group should try to tackle one or two chapters a month and bring three chapters back to the committee for approval at the next meeting.
- B. As far as the Best Maritime Practices (BMP) there is a focus on sharing information between the committees so what others have done could be used here.
- C. Prescott: Mr. Prescott spoke with some of the counterparts in Port Hueneme and other committees are going to work to have their BMP's online. San Diego is the only committee that has everything online.
- D. Blanchfield: Ms. Blanchfield will start the working group and could email everyone to either meet in person or by conference call.
- E. LCDR Dolan will give the plan a thorough review.

X. Vessel Speed Reduction Program: Cody Hooven

- A. Ms. Hooven works with the Port's Environmental Service program. The Port has a green port program which is a voluntarily program. The project that is hoped to roll out is a vessel speed reduction program. From an environmental standpoint, this reduces air emissions. Los Angeles and Long Beach have a similar program. The program is asking that cargo and cruise ships that once they hit twenty nautical miles, centered off of Point Loma, slow their speed down to twelve knots. The possibility of a fourteen knot speed for cruise ships is being considered. The ships traveling through will be monitored using and AIS system, which will track the ship speed. The program is looking for compliance of 90%, incentives will be positive public relations and trade magazines. The program is not yet implemented but still trying to get the work out as many places as possible. Los Angeles and Long Beach make direct contact with the ships not as enforcement but as a courtesy.
- B. Peugh: To what extent have emissions been reduced?
- C. Hooven: Los Angeles/Long Beach has had huge savings. Once base line emission is established in San Diego, the calculations will be made and advertised.

XI. Discussion and Possible Vote to Petition to Eliminate the Commercial Tanker Position:

- A. Stires: Why would be eliminate the position?
- B. Prescott: There is a lack of commercial tankers in San Diego. This is why we have the Tank Barge Operator position.

Motion to Eliminate the Commercial Tanker Position: Mr. Sterling Stires. Second: Capt. Debra Marks.

Yea -8, Nay - 0- Motion carries

XII. Sub-Committee Reports:

- A. Education:

Jessica Drewnowski: Mark Taylor and Jessica Drewnowski met with Pier 32 Marina and discussed the PowerPoint presentation. Pier 32 felt the presentation was a little too extreme so a flyer has been developed to emphasize Rule 9. The flyer will be passed out to all tenants with their monthly bills. A more general flyer will also be developed for all the different marinas.

XIII. Public Comment:

- a. Stires: A bait fishing company had vandals untie the Californian and it drifted down to the Coast Guard base and lighted bumped into a couple of vessels. This is a non-issue with vessel owners. The vessel has not been used for about a year but had been checked and secured hours before it was untied.
- b. Brooks: It would be a good idea to have the "Clean and Green Boating" brochure laminated and put at marinas at the entrance to docks.

XIV. Staff and Liaison Announcements:

- a. Prescott: Coastkeeper has the vacant positions posted. At some point, Capt. Guyer will write a letter of resignation from the Recreational Boater alternate position and Recreations Boaters will need a new alternate.
- b. Alternate meeting areas for the Harbor Safety Committee: with enough notice we may be able to use the Marriott. Mr. Cummings will check into the Coral Reef at Seaport Village.

XV. Next Meeting: January 21, 2009

XVI. Adjourn:

Motion: Mr. Sterling Stires. Second: Capt. Ken Guyer

Meeting Adjourned