SAN DIEGO
HARBOR SAFETY PLAN
Approved July 2020

Mandated by

California Oil Spill Prevention and

Response Act of 1990

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In order to provide protection to the sensitive resources in San Diego Bay, it's essential that every effort be made to prevent illegal discharges to the water and respond to other emergencies that may result in environmental impacts. When such an incident does occur, however, it's critical to make sure it's reported immediately, and to the right agency. The following “user-friendly” guide provides the necessary information.

The vessel master, owner, operator or other responsible party shall take immediate action to contain and control the spill incident, without risking personal health and safety. When on-scene, Coast Guard Sector San Diego (oil spills) or the San Diego Fire Department (HAZ-MAT spills) will assume responsibilities as On-Scene Incident Commander until response actions are complete.

Anyone causing, observing, or discovering a hazardous spill emergency situation

CALL IMMEDIATELY:

1. U.S. Coast Guard Sector San Diego (619) 278-7031
2. State Office of Emergency Services (OES) (800) OILS-911 (852-7550)
3. USCG National Response Center and Terrorist Hotline (NRC) (800) 424-8802

Provide as much information as possible including location, type of material (if known), quantity, any immediate threat to life or health, and any impacts to natural resources.

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<td>278-7031</td>
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<td>Harbor Police</td>
<td>(619) 686-6272</td>
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<td>Port of San Diego</td>
<td>(619) 686-6346</td>
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<td>(619) 556-1433</td>
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<td>24 Hr. Navy Regional Duty Office</td>
<td>(619) 524-2314</td>
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<td>U. S. Coast Guard Waterways Management Division</td>
<td>(619) 278-7262</td>
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BEST MARITIME PRACTICES

INTRODUCTION

Best Maritime Practices (BMPs) are accepted and agreed upon methods to conduct vessel transits or operations that are necessary for or enhance the safety of vessels, personnel, dockside facilities and marine resources. These BMP's are not to be considered regulations or laws, but “guidelines” to assist the mariner with “local knowledge” while operating in the vicinity of Port of San Diego.

This BMP section has been designed as a quick pullout reference guide for safe and environmentally sound vessel movements and operations in and around the port area: The BMPs that are covered in this section include:

1. Important General Information
2. Pre-Arrival Guidelines
3. Vessel Speed and Wake Management
4. Under-keel Clearance
5. Radio Communication
6. Recreational, Naval and Commercial Vessel Interaction
7. Reduced Visibility
8. Heavy Weather Contingency Plans

These Best Maritime Practices are intended as a brief guide for the mariners upon San Diego Bay. More detailed and extensive information, regulations and recommendations are found on the following websites.

- Port of San Diego, Tariff Information, (https://www.portofsandiego.org/maritime)
- Port of San Diego, Port and Harbor Conditions (https://www.portofsandiego.org/maritime/mariner-resources)
- NOAA, Office of Coast Survey, Charts and Publications, (https://nauticalcharts.noaa.gov/)
- USCG Navigation Rules (Navigation Rules are now included as an Appendix in the Coast Pilot) https://nam11.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwww.navcen.uscg.gov%2F%3FPageName%3DNavRulesAmalgamated&data=02%7C01%7Cewarren%40portofsandiego.org%7C7C3131b75722c4d205e6608d82ccdbc97%7Cb3ce7f6bbd3f49e7bb2463bed67d2a28%7C0%7C0%7C37308609432369345&sdata=VPQqTRkWtOfaZhQgJ%2FoSQbpfNa8TNZqvx6Ojzm4%3D&reserved=0)

It is important to note that these BMPs are not intended to be in conflict nor do they replace existing federal, state, and local regulations that are already in place. Nothing in these Best Maritime Practices precludes a master or pilot from taking necessary steps and prudent actions to avoid or mitigate unsafe conditions.
1. **IMPORTANT GENERAL INFORMATION**

- Please be advised that the Port of San Diego lacks a Vessel Traffic System (VTS).
- Marine traffic on San Diego Bay is diverse and extensive. It consists of: Naval vessels of all sizes, cargo ships, cruise ships, research ships, tugboats, excursion vessels, commercial fishing and sport fishing vessels, barges, mega yachts and pleasure/recreation boats of every class.
- Mariners and boaters can expect to find security zones, restricted navigation areas (RNA), special regulated areas and physical barriers to deter unauthorized entry into both water and landside areas of the Port's U.S. naval and military facilities, commercial seaport cargo terminals, cruise ship terminal, and certain other facilities such as sport fishing, harbor excursion and passenger ferry dock areas.
- Maritime Transportation Security Act (MTSA) regulated facilities in San Diego Bay include: National City Marine Terminal, Tenth Avenue Marine Terminal, Port of San Diego Cruise Ship Terminal (B Street Pier, Broadway Pier, Grape Street Piers), and several sport fishing, excursion vessel and research vessel dockings. Detailed information concerning maritime security programs and regulations (MTSA, TWIC, America's Waterway Watch, Facility Security, etc.) can be found at the U.S. Coast Guard's Homeport - Maritime Transportation Security Act (MTSA) website: https://homeport.uscg.mil/
- Per the Port Tariff, a pilot is required for vessels over 300 gross tons to enter the port. A pilot is recommended for all other non-recreational vessels upon an initial visit to the Port of San Diego. For more details see the Port of San Diego Tariff website (https://www.portofsandiego.org/maritime). There is a process for large private yachts to request exemption from pilotage once they have transited San Diego Bay under the observation of a San Diego Bay Pilot. Contact the San Diego Bay Pilots' Association for more information.

2. **PRE-ARRIVAL GUIDELINES**

- Notice of Arrivals (NOA) are required for vessels. In general, an NOA is required for any vessel over 300 gross tons, per CFR 33 CFR, Part 160, Subpart C, §§ 160.201 - 160.215. However, there are additional rules for tugs and barges and any vessel carrying Certain Dangerous Cargoes. The timing of required notice is usually 96 hours, but it may be less depending on the vessel's transit. Refer to the regulations to determine your requirements. Failure to follow the regulations will result in controls placed on the vessel, crew and/or passengers by the U.S. Coast Guard and/or Customs & Border Protection.
- A Regulated Navigation Area (RNA) is in place for all of San Diego Bay, Mission Bay and their Approaches. Vessels over 100 gross tons must check in with the Captain of the Port or his representative on VHF channel 16 upon entering the Regulated Navigation Area (RNA) as described at 33 CFR 165.1122. The RNA can be seen on NOAA charts 18773 and 18765. Vessels using the Automatic Identification System (AIS) are exempted from this requirement, as described in 33CFR 165.1108. For additional information about the RNA go to the USCG regulations at: 33 CFR, Part165, subpart B, §§165.10 - 165.13 at the Electronic Code of Federal Regulations website.
- The best source of local information is the Nautical Chart 18773 and U.S. Coast Pilot 7.
- Make sure your Automatic Identification System (AIS) is updated properly.
3. **SAFE VESSEL SPEED AND WAKE MANAGEMENT**

a. **Safe Vessel Speed**

As a general rule, the areas of San Diego Bay that are not regulated by a speed zone are to be navigated at a safe and prudent speed with regards to Inland Rule 6 of the U.S. Coast Guard. Every vessel shall at all times proceed at a safe speed so that she can take proper and effective action to avoid collision and be stopped within a distance appropriate to the prevailing circumstances and conditions.

In determining a safe speed the following factors shall be among those taken into account:

- The state of visibility.
- The traffic density including concentrations of fishing vessels or any other vessels.
- The manageability of the vessel with special reference to stopping distance and turning ability in the prevailing conditions.
- At night, the presence of background light such as from shore lights or from back scatter from her own lights.
- The state of wind, sea and current, and the proximity of navigational hazards.
- The draft in relation to the available depth of water.

South San Diego Bay is governed by a 5 mph speed limit. This is the area delineated by concrete pylons and posted with 5 mph signs. Areas near anchorages are also 5 mph.

All lagoons are posted as 5 mph zones. These include the Shelter Island Yacht Basin, the America’s Cup Harbor, Harbor Island West and East Lagoons, and Glorietta Bay.


b. **Wake Management**

Generating large wakes can cause excessive damage (and possibly loss of life) at other marine operations on the bay. Every mariner needs to consciously and consistently manage the wake being generated. A large wake would have dangerous impacts on the following areas: near a fuel dock or where a commercial bunkering operation is taking place; while passing a tugboat alongside a ship or barge; near a dry dock operation; by an operating floating crane; and near a dock where passengers are embarking or disembarking a vessel, such as at the Coronado Ferry Terminal.

- In most cases a reduction of speed will reduce the size of the wake generated.
- Listen for no wake “securite” calls on VHF 16 and VHF 13.
- During bunkering operations make a “securite” call and request a no wake zone.

4. **UNDERKEEL CLEARANCE**

- An Underkeel Clearance of a minimum of 4 feet is required for ship channel entrance, a minimum of 2 feet is required for main ship channel and a minimum 1 foot is required alongside the berth.

- If a vessel is being moored when the height of tide is critical to keep this vessel in compliance with these under keel clearance guidelines, the vessel’s representative should communicate the operations and contingency plan to the Port of San Diego and USCG Captain of the Port.
5. **RADIO COMMUNICATIONS**

- All commercial vessels should stand by VHF channels 16 and 13 at all times while underway on San Diego Bay. Calling bridge to bridge via channel 13 initially is most efficient.
- Recreational vessels with VHF radios are encouraged to monitor channel 16.
- US Navy “Control One” monitors channel 12 and can be a good source for current Naval traffic.
- “Securite” calls on channels 16 and 13 are recommended for commercial vessels operating on the bay.

6. **RECREATIONAL, NAVAL AND COMMERCIAL VESSEL INTERACTION**

"Interaction" implies radio communications, effects of wakes, sound signals, traffic patterns, and blinding halogen deck lights.

At all times, the Inland Navigational Rules are applicable to all of San Diego Bay and Mission Bay (33 C.F.R. 80.01 and 33 C.F.R. 80.1106). The Inland Navigational Rules are found at 33 U.S.C. §§ 2001-2073. Furthermore, because the Inland Navigational Rules apply to personal water craft (see 33 U.S.C. § 2003 for definition of "vessel"), operators of personal water craft must comply with the Inland Rules of Navigation in Mission Bay and San Diego Bay.

a. **San Diego Bay and USCG Rule 9**

Recreational vessel operators should be sensitive to the fact that large commercial and naval vessels are severely limited in their ability to stop or alter course and many times are limited in their ability to sight small vessels due to "blind spots" that extend more than 1/2 mile ahead, and therefore cannot easily avoid a collision with a smaller, more maneuverable recreational vessel. For your safety, please use caution when crossing their path or when navigating in close proximity to large commercial vessels or navy vessels.

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.

Per the Coast Guard Captain of the Port, the shipping channels of San Diego Harbor are considered "Narrow Channels" for the purposes of enforcing Rule 9 of the Inland Navigation Rules, which states:

"A vessel of less than 20 meters (66 feet) in length, or a sailing vessel shall not impede the passage of a vessel that can safely navigate only within the narrow channel or fairway." (USCG Inland Navigation Rules, Rule 9 (b))."

An action such as crossing in front of a large vessel (i.e. Naval Vessels, Cargo Ships) is also a violation if such a crossing impedes the travel of one of these vessels. Please remember that these vessels can take up to two miles to come to a stop, and they cannot turn to avoid a potential collision.

For more information about Rule 9 requirements for small craft vessels and sailboats operating in San Diego Bay please consult the Coast Pilot 7 for San Diego Bay (https://nauticalcharts.noaa.gov/publications/coast-pilot/index.html) and the Port of San Diego Tariff Guidelines, Section IV - Rules and Regulations (Vessels) at https://www.portofsandiego.org/maritime.

b. **Guidelines for Small Craft to Ensure Safe Operation**
Recreational vessels should follow the Guidelines for Small Craft listed below to ensure the safe operation of their craft while in and around the port.

1. Do not approach within 100 yards of a US Naval vessel. You must operate at a minimum speed within 500 yards of a US Naval vessel.


3. Pass tugs and large vessels at a safe distance.

4. Ensure critical systems and equipment aboard your vessel are functioning.

5. Know your vessel’s position.

6. Monitor (Listen to) VHF Channel 16 at all times while underway.

7. Understand VHF Radio Use.

8. Listen for Coast Guard Information Broadcasts.

9. Know that commercial vessels also monitor Channel 13.

10. Know that naval vessels also monitor Channel 12.

11. Wear PFDs or have them readily accessible.

12. Know how to identify Coast Guard and other law enforcement vessels.

13. Know the danger signal.

14. Be aware of potential damage and injury caused by your vessel’s wake.

15. Read the Coast Guard Notice to Mariners.

16. Know the local aids to navigation and the local hazards to navigation.

17. Know what to do to be safe in the fog and at night.

18. When you head offshore know when you have crossed into Mexican waters and how to clear U.S. Customs & Border Protection requirements when you return to San Diego Bay.

7. REDUCED VISIBILITY

- The Coast Pilot 7 provides the following reduced visibility guideline that was adopted by the SD Harbor Safety Committee in 1997-1998:

  “No vessel over 1600 designed displacement tons should transit the Coronado Bay Bridge in low visibility if the bridge is not held visually within stopping distance. Tank ships or barges carrying petroleum products, explosives, or hazardous materials should not commence a movement in the approaches to or in outer or inner San Diego Harbor, with a visibility of less than 0.5 nautical miles (1,000 yards).”

- The Coast Pilot 7 offers the mariner excellent weather info for San Diego Bay.

- Localized current conditions can be found by listening to VHF radio channel WX2.

8. HEAVY WEATHER CONTINGENCY PLANS

- All companies and vessels are recommended to have a contingency plan in dealing with heavy weather in San Diego. All commercial maritime operators in San Diego should have heavy weather plans developed to ensure safety.
EXECUTIVE SUMMARY

INTRODUCTION

The San Diego Harbor Safety Plan (SD HS Plan) is designed to provide mariners using the waters of San Diego Bay an up-to-date guide to critical navigation issues that will enhance vessel safety, with the ultimate goal of pollution prevention and protection of the region’s valuable resources.

This plan has been developed by the San Diego Harbor Safety Committee (HSC) as mandated in the California Oil Spill Prevention and Response Act of 1990 (OSPR Act), (Government Code Sections 8574.1 et seq.). The goals of the OSPR Act are to improve the prevention, removal, abatement, response, containment, clean up, and mitigation of oil spills in the marine waters of California.

The OSPR Act and its implementing regulations (California Code of Regulations Title 14 Sections 800-802) created harbor safety committees for the major harbors of California to “plan for the safe navigation and operation of tankers, barges, and other vessels within each harbor…. (by preparing) ….a harbor safety plan, encompassing all vessel traffic within the harbor.”

The San Diego Harbor Safety Committee (SD HSC) was officially sworn in on May 13, 1992 and held its first meeting on that date. The first SD HS Plan was submitted to OSPR and approved on July 28, 1993. The OSPR Act and its implementing regulations mandate that the SD HSC annually review its previously adopted Plan and recommendations and submit the annual review/update to the Administrator of the Office of Spill Prevention and Response (OSPR) for review.

SCOPE OF THE HARBOR SAFETY PLAN

The San Diego Harbor Safety Plan is primarily concerned with navigational safety of San Diego Bay and its approaches. The San Diego Harbor Safety Planning area includes all the navigable reaches of San Diego Bay and state waters out to three nautical miles extending from the Mexican border at 32° 32.0’ N northward to the San Diego County line at 33° 22.5’ N. These boundaries coincide with the boundaries of the US Coast Guard (USCG) Area Contingency Plan. The Figure 1 map shows the regional area covered by the SD Harbor Safety Plan. Figure 2 map shows harbor details inside San Diego Bay.

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1 Harbor Safety Committees were established for the five major harbors of California: San Diego Bay, San Francisco Bay (including San Pablo and Suisun Bays), Los Angeles/Long Beach harbors, Port Hueneme, and Humboldt Bay.

2 The federal Oil Pollution Act of 1990 (OPA 90) resulted in the formation of Area Committees and their development of a Regional Oil Spill and Hazardous Substance Pollution Contingency Plan by the U.S. Coast Guard (Area Contingency Plan). The Area Committees ensure that comprehensive contingency plans are developed for all U.S. waters for response and cleanup of all oil spills. The Area Contingency Plan is the plan for Federal and State actions which center on the on-scene coordinator for response to oil spills. The designated Federal On-Scene Coordinator is the U.S. Coast Guard Captain of the Port.
Figure 1: The San Diego Harbor Safety Planning Area
Note: Map is not to be used for navigational purposes
Figure 2: San Diego Bay Harbor
Note: Map is not to be used for navigational purposes
The San Diego Bay entrance is 10 miles NW of the Mexican border. The Bay 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. It’s depth ranges from 55 feet deep at the entrance to a few feet deep at the extreme southern end. The Bay is considered one of the finest natural harbors in the world, and affords excellent protection in most weather. A low narrow sand spit, which expands to a width of 1.6 miles at Coronado North Island, on its northern end, separates the Bay from the Pacific Ocean at Coronado Road.

The Bay lies entirely within the County of San Diego and is bounded by five cities: San Diego, National City, Chula Vista, Imperial Beach, and Coronado. Ecologically, San Diego Bay is considered one of the most important embayments of the California coast and has nationally and internationally significant natural resources. The Bay is a major stop on the Pacific Flyway and many species of birds, finfish, shellfish, turtles, bottom-dwelling invertebrates, and plants are dependent on the Bay. Over 50 endangered, threatened, or rare species are found in the Bay.

San Diego Bay’s extensive shelter from ocean waves makes it one of the finest natural harbors in the world. Three separate marine terminals provide facilities for a variety of commercial cargo handling and cruise ship operations. Principal cargo includes fresh and frozen foodstuffs, bulk cargo, cement, fertilizer, automobiles, steel cargos, containers, fuel oil and a variety of break bulk, including components for windmill farms. Passenger cruise ships also frequent the harbor with 2-3 vessels a week during the cruise season (September to May).

The Navy has designated San Diego Bay as a West Coast ‘megaport.’ The Port of San Diego is also designated as a Strategic Port for the deployment of military cargoes of the Armed Forces of the United States in support of national defense. Half of the U.S. Naval Pacific Fleet is home ported in the Bay, making it instrumental in our National Defense.

The San Diego area is also a major tourist and convention destination. As host of past America’s Cup Yacht races, San Diego Bay has established itself as a sailing and yachting center in California. Recreational boaters for the San Diego/Mission Bay area have been numbered at 200,000. The Bay is also home to a large sport fishing and whale migration observation fleet. The Pt. Loma kelp bed, near the mouth of the Bay, is world famous as a diving, snorkeling, and surfing location.

Planning for safe navigation within the San Diego Bay area involves consideration of a complex variety of inbound and outbound commercial cargo vessels, cruise ships, Naval vessels, recreational boats, commercial and sports fishing boats, all of which must transit in and around restricted military zones, commercial vessel lanes, environmentally sensitive areas, and recreational areas.
SUMMARY OF THE HARBOR SAFETY PLAN

It is recommended that mariners using San Diego Bay familiarize themselves with the Harbor Safety Plan, although it is not to take the place of required vessel navigation and safety standards.

The OSPR Act required the HSC to prepare a Harbor Safety Plan to evaluate the following:

- Sounding checks.
- Anchorage designations.
- Traffic and routings from port construction and dredging projects.
- Procedures for routing vessels during emergencies that impact navigation.
- Communications systems.
- Channel design plans.
- Placement and effectiveness of navigational aids.
- Bridge management requirements.
- Small vessel congestion in shipping channels.
- Recommendations as to whether establishing or expanding the VTS systems within the harbors is desirable.
- Recommendations for funding projects.

The San Diego HS Plan is divided into sixteen chapters and a set of appendices to address the above requirements. The Appendices provide specific information on key issues and initiatives that affect vessel safety in San Diego Bay. To facilitate the use of this Plan, the primary sections and general information are contained in the main body of the plan.

A summary of the HS Plan sections is provided below:

- **Emergency Response Procedures**
- **Best Maritime Practices**
  I. **Geographic Boundaries.** A detailed description of the geographical boundaries of the harbor.
  II. **Harbor Conditions.** A description of existing and expected conditions of weather, tidal ranges, and other factors.
  III. **Aids to Navigation and Navigational Hazards.** An evaluation and list of the aids to navigation in the harbor, and list of navigational hazards.
  IV. **Anchorage and Anchorage Management.** A description of the existing anchorages and any limitations to those anchorages.
  V. **Communications.** A review and evaluation of the adequacy of current ship-to-ship and ship-to-shore communications used in the harbor area.
  VI. **Vessel Traffic Patterns.** A description of the types of vessels which call on the ports or facilities within the harbor area, and an assessment of current safety issues.
  VII. **Tug Escort/Tug Assist.** A description of the usage of tug escorts in the harbor, including a procedure for a case-by-case determination of need, based on specific criteria.
  VIII. **Vessel Traffic Service.** A description of the San Diego Marine Information Systems (SDMIS) for the harbor area.
  IX. **Bridge Management Requirements.** An assessment of the physical limitations affecting vertical and horizontal clearances.
X. **Competitive Aspects.** An identification and discussion of the economic impacts of implementing the provisions of the plan.

XI. **Project Funding.**

XII. **Enforcement.** An analysis of, and suggested mechanisms to, ensure that the provisions of the plan are fully and uniformly enforced with regularity.

XIII. **Harbor Safety Committee Recommendations and Accomplishments.** Includes recommendations and actions taken to implement recommendations.

XIV. **Implementation.** Provides an overview of implementation avenues for the recommendations contained in the Harbor Safety Plan.

XV. **Applicable Regulations and Guidelines.** Includes Underkeel Clearance Guidelines, Non-Tank Oil Spill Contingency Plan regulations, and Tug Escort regulations.


**Appendices A-O,** including list of Archived Items.

**SAN DIEGO HARBOR SAFETY COMMITTEE ORGANIZATION AND MEMBERSHIP**

The San Diego HSC consists of representatives from the following: Port of San Diego, pilot organization, pleasure/recreational boaters, tank-barge operators, environmental organization, tug/barge operators, labor organization, excursion vessels, maritime law, tug escort/ship assist operators, ships agents, commercial fishing, U.S. Coast Guard, U.S. Navy, U.S. Army Corps of Engineers, National Oceanic and Atmospheric Association, and California Coastal Commission. The Office of Spill Prevention and Response is the administrative liaison. A complete list of the HSC members is included in Appendix A.

The full committee meets every two months; with Chairman-appointed subcommittees meeting on an on-going basis. The sub-committees consist of special focus groups that review appropriate subject matter and make recommendations to the full committee.

All meetings are open to the public and are posted on the Port of San Diego website ([https://www.portofsandiego.org/people/other-public-meetings/san-diego-harbor-safety-committee](https://www.portofsandiego.org/people/other-public-meetings/san-diego-harbor-safety-committee)). The Port’s website also has a list of the current Committee members, an archive of past meeting minutes, and the OSPR Act of 1990 and its implementing regulations governing the Harbor Safety Committees.

The Harbor Safety Committee/Harbor Safety Plan process is a long term, on-going effort requiring continual work to address navigation and boating issues in SD Bay area, with annual HS Plan updates. The latest version of the SD HS Plan can be found at the Port of San Diego website ([https://www.portofsandiego.org/people/other-public-meetings/san-diego-harbor-safety-committee](https://www.portofsandiego.org/people/other-public-meetings/san-diego-harbor-safety-committee)).

One of the key elements of the SD HSC’s charter is to make recommendations for improvements, and track those recommendations. For a complete summary of current recommendations made by the HSC, turn to Chapter XIII. A summary of implemented Harbor Safety Committee recommendations is also included in that chapter.
GENERAL INFORMATION ABOUT SAN DIEGO BAY

General information about San Diego Bay and ocean conditions is available from the following agencies.

<table>
<thead>
<tr>
<th>Agency</th>
<th>Phone</th>
</tr>
</thead>
<tbody>
<tr>
<td>The San Diego Unified Port District</td>
<td>(619) 686-6200</td>
</tr>
<tr>
<td><a href="http://www.portofsandiego.org/maritime">http://www.portofsandiego.org/maritime</a></td>
<td></td>
</tr>
<tr>
<td>San Diego Coastkeeper</td>
<td>(619) 758-7743</td>
</tr>
<tr>
<td><a href="http://www.sdcoastkeeper.org">http://www.sdcoastkeeper.org</a></td>
<td></td>
</tr>
<tr>
<td>The Environmental Health Coalition</td>
<td>(619) 474-0220</td>
</tr>
<tr>
<td>The San Diego Convention and Visitors Bureau</td>
<td>(619) 232-3101</td>
</tr>
<tr>
<td><a href="http://www.sandiego.org">www.sandiego.org</a></td>
<td></td>
</tr>
<tr>
<td>San Diego Bay Project</td>
<td></td>
</tr>
<tr>
<td><a href="http://www.sdbay.sdsu.edu/">http://www.sdbay.sdsu.edu/</a></td>
<td></td>
</tr>
</tbody>
</table>

The following agencies have additional navigation and ocean resource information as well as specific federal, state, and local requirements for oil spill response, containment, clean-up and restoration.

<table>
<thead>
<tr>
<th>Agencies with oil spill response, navigation and ocean resource information</th>
<th>Phone</th>
</tr>
</thead>
<tbody>
<tr>
<td>Office of Oil Spill Prevention and Response</td>
<td>(800) 911-OILS</td>
</tr>
<tr>
<td><a href="http://www.wildlife.ca.gov/OSPR">http://www.wildlife.ca.gov/OSPR</a></td>
<td>(916) 445-9338</td>
</tr>
<tr>
<td>U.S. Coast Guard, Sector San Diego</td>
<td>(619) 295-3121</td>
</tr>
<tr>
<td>National Response Center (oil spill report)</td>
<td>800-424-8802</td>
</tr>
<tr>
<td>Port of San Diego</td>
<td>(619) 686-6200</td>
</tr>
<tr>
<td><a href="http://www.portofsandiego.org/maritime">http://www.portofsandiego.org/maritime</a></td>
<td></td>
</tr>
<tr>
<td>OES: Governor’s Office of Emergency Services</td>
<td>(800) OILS-911</td>
</tr>
<tr>
<td>(800) 852-7550</td>
<td></td>
</tr>
<tr>
<td>NOAA</td>
<td>(831) 583-2365</td>
</tr>
<tr>
<td><a href="http://www.wrh.noaa.gov/sqx">http://www.wrh.noaa.gov/sqx</a></td>
<td></td>
</tr>
<tr>
<td>U.S Navy Port of Operations</td>
<td>(619) 556-1433</td>
</tr>
</tbody>
</table>

I. GEOGRAPHICAL BOUNDARIES

As shown in Figure 1 above, the San Diego Harbor Safety Plan study area includes all the navigable reaches of San Diego Bay, Mission Bay and state waters out to three nautical miles extending along the coast of San Diego County from the Mexican border at 32° 32.0’ N northward to the San Diego County line at 33° 22.5’ N. These boundaries coincide with the boundaries of the San Diego Area Contingency Plan. The San Diego Harbor Safety Plan is concerned with navigational safety of San Diego Bay and its approaches, Mission Bay, and the waters along the San Diego Coast.
Approaches to San Diego Bay entrance are straightforward and can be made from north through west to south-southwest. There are no designated approach lanes to the entrance Buoy “SD”. There are submarine safety lanes designated on Chart #18765 and the U.S. Navy does extensive surface, subsurface, and air training off the coast. All live fire and intensively interactive naval exercises are held well off the immediate coastline and do not encroach on the vicinity of the harbor approaches.

The following table lists the nautical charts for the San Diego Bay region.

<table>
<thead>
<tr>
<th>Chart Number</th>
<th>Chart Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>18772</td>
<td>Approaches to San Diego Bay (harbor chart)</td>
</tr>
<tr>
<td>18773</td>
<td>San Diego Bay (harbor chart)</td>
</tr>
<tr>
<td>18765</td>
<td>Approaches to San Diego Bay (coast chart)</td>
</tr>
<tr>
<td>18740</td>
<td>San Diego to Santa Rosa Island (coast chart)</td>
</tr>
</tbody>
</table>

NOAA’s chart site: [https://nauticalcharts.noaa.gov/charts/noaa-raster-charts.html](https://nauticalcharts.noaa.gov/charts/noaa-raster-charts.html)
II. HARBOR CONDITIONS

GENERAL WEATHER, TIDE, CURRENT, AND SEA CONDITIONS OF SAN DIEGO HARBOR

Weather

In the San Diego Bay area, visibility is reduced to less than 0.5 mile, mostly by radiation fog, on about 3-7 days per month from September through April. December is the foggiest month with the worst fog during the late night and early morning hours. Dense fog occurs frequently at North Island and Imperial Beach. Fog signal records indicate that, in general, it is foggier around the entrance of the Bay than it is in the North sections. For example, the fog signal at Point Loma in December is operating about 20% of the time compared to 10% at Ballast Point.

Winds in the area are strongest from November through April when they blow 17 knots or more about 2% of the time. In general, daily (diurnal) winds all year are strongest from the northwest at about 5-12 knots and mainly associated with the afternoon sea breeze. The exceptions are as follows:

- During the summer, the winds during a strong Catalina Eddy can be just as strong as the afternoon sea breeze.
- The strongest winds (for example, gusts in excess of 20 knots) are almost always reported during the October-March period due to pacific storms (typically south through west in direction), and although infrequent, Santa Ana Winds (north to northeast in direction).

Gales are rare. Wind gusts have reached 50 knots or more during the winter season. Strong winds often blow in a Southerly direction, but they also blow from West and East along the coast. Winds are often affected by local topography, particularly when the flow is off the land. For example, at Imperial Beach, East winds blow 15-20% of the time from November through March. During the late spring and summer, South through Northwest winds prevail at both locations. However, at the more exposed Imperial Beach, West winds occur up to 25% of the time whereas the flow is more variable at San Diego. By October, the wind regime begins to reestablish itself.

Prevailing wind during winter months is Northwest to North, force 4 (11-16 knots). Prevailing wind during the summer months is West to Northwest, force 4 (11-16 knots).

For more information contact: National Weather Service, (619) 2891212, VHF Channel 2 (162.40 MHZ), www.wrh.noaa.gov/sgx/.

Tides

San Diego Bay is free of excessive tidal ranges. The mean range of tide is 4.0 feet at San Diego, and the diurnal range of tide is up to 10 feet. Daily predictions in Tide Tables format can be obtained from local agencies or business. Real time tides and tide predictions can be found at the NOAA National Ocean Service website: http://tidesandcurrents.noaa.gov.

Currents

The currents set generally in the direction of the channels. In the vicinity of the Bay’s entrance the usual velocity varies from 0.5 to an extreme of over three knots depending upon the stage of the tide and weather conditions. South of the end of Zuniga Jetty there is a slight set toward Zuniga shoal on the ebb tide. There is a crosscurrent deflected from Ballast Point—care should be taken while passing Ballast Point because a vessel may take a sudden sheer.
Eddies are usually encountered along the ends of the municipal piers making docking difficult. The velocity and direction of the eddies are irregular, and the greatest care must be exercised by even the most experienced vessel operator. Those unfamiliar with San Diego Bay should not attempt to dock large vessels without a pilot.

Calculated tidal currents of various berths within San Diego Harbor are:

- Naval Fuel Depot: up to 2.4 knots.
- Naval Supply Center: up to 1.8 knots.
- 10th Avenue Terminal: up to 2.1 knots.
- 24th Street Terminal: up to 1.2 knots.

Predictions for tidal currents are posted at NOAA National Ocean Service website: 

**Sea Conditions**

**Approaches:** The approaches to San Diego (from sea to buoys 5 and 6) and the main channel entrance (buoys 5 and 6 to buoys 9 and 10) are open roadsteads (see NOAA Chart 18722). Ground swells and seas can combine to a sea state reaching 15' with isolated reports of 20’. The recorded minimum sea state is 1.378'; maximum sea state is 15.388' and mean sea state is 3.688'. Ground swells from the Southwest to West and largest ground swells from the West to Northwest can reach in as far as buoys 9 and 10. Extreme sea states from the Southwest can be felt as far in as the Naval Fuel Depot at La Playa.

**Inner Harbor:** All other inner harbor areas are not subject to ground swells. On rare occasions extreme weather from the southwest across the longer reaches of the South Bay can generate a sea state of 4’ in an area from northern 32nd Street Naval Station to 10th Avenue Marine Terminal.

**Wakes:** Wakes from large and small vessels are encountered in all areas of the harbor. The greatest amount of wake activity is in the Ballast Point area and diminishes as one proceeds farther in the harbor down to the 24th Street Terminal.

**DESCRIPTION OF HARBOR DEPTHS, BERTHS, DREDGING, CHANNEL CONDITIONS**

**Channel and Anchorage Depths**

The dimensions of San Diego Harbor are defined by the 1968 River and Harbor Act (House Document 365, 90th Congress and 2nd Session) and maintained by the U.S. Army Corps of Engineers, Los Angeles District.

The US Army Corps of Engineers (USACE) determines the depth of parts of navigable channels, anchorages and turning basins. Maintenance dredging is performed by the USACE periodically to restore depths to design specifications. The methods, procedures, and frequency of when soundings are conducted within San Diego Bay and its approaches are considered adequate.

The channel depths are as follows:

- a. 51 feet from Buoy 4 to Buoys 9/10 for a width of 800 feet.
- b. 47 feet to the carrier turning basin for a width of 600-800 feet.
- c. 47 feet in the carrier turning basin.
d. 42 feet in Central Bay first section for a width of 600-1900 feet from the turning basin to the Coronado Bridge.

e. 37 feet in Central Bay second section for a width of 600-1900 feet from the Coronado Bridge south to Naval Station Pier13.

f. 35 feet in the south bay for a width of 600-1350 feet southward from Pier 13 to Sweetwater Channel.

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.

**Berths**

As San Diego Bay does not have any major navigable tributaries, silting conditions alongside berths used by tankers are negligible.

1. The U.S. Navy currently has an established program for regular, periodic hydrographic surveys of its berths. The U.S. Navy tanker berthing facilities consist of:
   
   (a) The Defense Fuel Support Point at Point Loma, also known as the La Playa fuel pier, primarily served by Military Sealift Command transport tank vessels.
   
   (b) The South “Sierra” pier at Naval Base Point Loma.
   
   (c) Various berths at Naval Base San Diego depending on vessel drafts.
   
   (d) Various berths at Naval Base Coronado.

2. Contact the Unified Port District of San Diego for information on location and berthing depths for the commercial vessel berthing facilities used by tanker vessels.

**Maintenance Dredging For Safe Navigation**

The USACE conducts its hydrographic condition surveys of the federal navigation channel annually. Recent surveys showed a few high spots within the federal channel that require maintenance dredging. The Corps of Engineers will request funding to initiate sediment testing and design efforts for the maintenance dredging. Funding for dredging projects depends on the annual federal budget. Planned dredging operations include the entrance and approach navigation channels from Ballast Point seaward, as well as in the aircraft carrier turning basin adjacent to Coronado Island.

**Special Channel Conditions**

San Diego Bay channel depths are a nominal 51+ feet at the entrance and 37 feet to the Naval Station. At the entrance to the buoyed channel from the vicinity of Buoys 5 and 6 to the vicinity of Buoys 9 and 10 there can be swell action which may cause difficulties to inbound vessels.

**SPECIAL NAVIGATION CONDITIONS**

There is a single bridge spanning San Diego Bay. The San Diego/Coronado Bridge has a charted vertical clearance of 195 feet between the two middle channel openings with a horizontal clearance of 600 feet. The charts for the Bay show an in-bound lane between piers 18 and 19, and an out-bound lane between piers 19 and 20. It is accepted practice in San Diego Harbor to use the span between 19 and 20 for both directions of traffic, if the channel is clear.
The U.S. Coast Guard has the legal authority to restrict movement for special contingencies and has procedures for establishing security and safety zones. Alternate routing of vessels is determined on a case-by-case basis by the U.S. Coast Guard Captain of the Port. Circumstances that might require the Captain of the Port to exercise this authority include a change in the Maritime Security Condition to address an urgent security threat, or to keep mariners away from a safety hazard such as a chemical spill or fire on a ship.

**MARITIME SECURITY CONDITIONS & MARITIME TRANSPORTATION SECURITY ACT OF 2002**

Per the Maritime Transportation Security Act of 2002, the Coast Guard may change the local Maritime Security Condition (MARSEC). Regulated facilities and vessels must immediately increase their security posture and report attainment to the Coast Guard.

- MARSEC I is the lowest security level.
- MARSEC II would be set if there is a threat to the port, or if there has been a security incident somewhere else. Restrictions would depend entirely on the threat or incident. The restrictions may range from fairly unobtrusive to operation controls on facilities or vessels that have significant impact.
- MARSEC III would be set for an attack on the port, an imminent attack, or a serious security threat. It will require significant security restrictions, with a possibility of complete port closure.

For more information about planning for these contingencies, contact 619-278-7262.

**Security Requirements for Commercial Vessel Operations**

The Maritime Transportation Security Act of 2002 (MTSA) specifies security requirements encompassing commercial port and vessel operations. MTSA regulated facilities in San Diego Bay include: National City Marine Terminal, Tenth Avenue Marine Terminal, Port of San Diego Cruise Ship Terminal (B Street Pier, Broadway Pier, Grape Street Piers), and several sport fishing, excursion vessel and research vessel docking facilities. The MTSA regulated facilities and vessels operate in accordance with Facility Security Plans (FSPs) and Vessel Security Plans (VSPs), respectively, which are reviewed and approved by the Coast Guard. The FSP’s for the regulated facilities specify access control and security measures to reduce the risk of terrorist actions. Entry into a regulated facility without authorization, from both land side or water side, is strictly prohibited.

**Transportation Worker Identification Credential (TWIC)**

The TWIC is a federally mandated security program through which the Transportation Security Administration will conduct appropriate background investigations and issue the biometrically enabled and secure TWIC cards. Effective April 15, 2009, individuals must possess a TWIC and have a bona fide business need for entry in order to have unescorted access onto any MTSA regulated facility or MTSA regulated vessel. In addition, all mariners that hold a license or document issues by the Coast Guard must also have a TWIC. TWIC program and enrollment information can be found at [www.tsa.gov/twic](http://www.tsa.gov/twic) or by calling 1-866-347-8942.

**Visitor Escort Requirements**

Visitors and persons not holding a TWIC may enter regulated facilities and regulated vessels when escorted by an individual who holds both a TWIC and authorization of that facility or vessel to serve as a TWIC escort, maintaining side-by-side accompaniment and monitoring of the visitor throughout his/her stay on the facility or vessel.
III. AIDS TO NAVIGATION

EVALUATION OF NAVIGATIONAL HAZARDS

Areas of possible navigational concerns are referenced in the Coast Pilot 7 and current NOAA Charts. Mariners should report any discrepancies in Aids to Navigation to the U.S. Coast Guard, Sector San Diego.

The waters of San Diego Bay are charted on NOAA Charts 18772 and 18773. The charts include extensive depth soundings and depict locations of various wrecks and obstructions. The entrance to San Diego Bay is through a narrow-buoyed channel roughly defined by Point Loma to the west and North Island to the east. Up-to-date NOAA nautical charts are considered adequate for transiting San Diego Bay.

San Diego Bay Approach Lighted Whistle Buoy "SD"

Arriving vessels generally steer on Buoy SD for their approach and then navigate a course, leaving the buoy on their port side to line up on the entrance channel. Departing vessels use Buoy SD as a mark for course changes and leave Buoy SD to starboard. This creates a potential close quarters crossing or meeting situation between arriving and departing vessels. Additionally, arriving ships navigating on southerly courses may experience a change in steering response after rounding Buoy SD because of prevailing sea swell conditions. This may delay the time it takes an arriving vessel to steady-up on its new course entering San Diego Bay and intensify a close quarters situation with vessels departing San Diego Bay.

Radio Beacons

During low visibility recreational and fishing boats often converge around buoys and wait for the weather to clear. A problem is created for larger vessels as standard radar cannot distinguish between marks which are buoys and those which are boats. Two RACONs are now operating on the San Diego/Coronado Bay Bridge and one on the San Diego Bay Approach Lighted Whistle Buoy "SD".

Channel Entrance Range Lights and Buoy Lights

For vessels with low bridge elevations, range and buoy lights are difficult to see at night because of the ambient light of the City of San Diego.

Zuniga Jetty

Since the construction of Zuniga Jetty, it has submerged and become dangerous. The five signs placed at different locations along Zuniga Jetty to mark its location are ambiguous. In low visibility, their similarity of appearance could lead to a misinterpretation of the location of a sign and a resultant inaccurate estimate by a vessel of its location in the main entrance channel. During high tides and low visibility conditions, vessels have become stranded on the jetty. Zuniga Jetty is listed as a danger to navigation in US Coast Pilot 7, depicted on chart 18773 as submerged, and noted on “A Guide to Boater Safety” for San Diego Bay.

ACTION SUMMARY ON AIDS TO NAVIGATION

1. The U.S. Coast Guard completes a Waterways Analysis and Management Survey (WAMS) every five years. The last WAMS was conducted in 2004 and is included in Appendix O. In 2009 the Coast Guard will complete a WAMS of Mission Bay, South San Diego Bay and the basins (Shelter Island and Harbor Island) in the bay. Two subsequent WAMS have been reviewed for the main channel of San Diego Bay, and Oceanside / Del Mar.

2. The Eleventh Coast Guard District publishes any temporary or permanent changes to Aids to Navigation in the weekly LOCAL NOTICE TO MARINERS. Use this Local Notice to Mariners to keep
charts and Light Lists current. Important information which missed the weekly printing deadline is
disseminated by a Broadcast Local Notice to Mariners on VHF Channel 22A.

3. To obtain the LOCAL NOTICE TO MARINERS contact:
   Commander (dpw)
   Eleventh Coast Guard District
   Bldg. 50-6
   Alameda, CA 94501-5100
   (510) 437-2976  Fax: (510) 437-5836
   Internet Site: https://www.navcen.uscg.gov/?pageName=lnmDistrict&region=11

4. THE LIGHT LIST can be obtained from local agents, nautical bookstores, or:
   Superintendent of Documents
   U.S. Government Printing Office
   Washington D.C. 20402

5. A source of 24-hour information is Navigation Information Service Watchstander at: (707) 313-5900.

6. Private Aids to Navigation Information can be obtained at: (510) 437-2983.
IV. ANCHORAGES AND ANCHORAGE MANAGEMENT

GENERAL PROCEDURES

Berthing for commercial vessels generally is available without delay at the Port of San Diego. When anchoring of a commercial vessel is required inside the harbor, pilots generally assist these vessels to a suitable anchorage.

Mooring is allowed only in designated areas. It is of concern to the SD HSC that anchor lights are not required by certain length vessels in special anchorage and certain other areas as specified in Rule 30, "Inland Navigation Rules."

The federal anchorages for San Diego Bay are set by 33 CFR 110.210. There are three anchorage grounds; two for government vessels and one for commercial vessels. They are described below.

SPECIAL ANCHORAGES FOR U.S. GOVERNMENT VESSELS

The administration of these special anchorages is exercised by the Commander, Navy Region Southwest and Navy Port Operations. These anchorages are reserved exclusively for the anchorage of vessels of the United States Government and of authorized harbor pilot boats.

No other vessel shall anchor in these areas except by special permission obtained in advance from the Commander, Navy Region Southwest and Port Operations. For information contact: U.S Navy Port Operations (619) 556-1433.

The U.S. government vessel anchorage locations are as follows:

1. **U.S. Government Vessel Anchorage Area 1** is located approximately 100 yards due west of the channel and west of a line extending approximately 351° 30’ from Ballast Point Light. Depths vary between 34 and 67 feet.

   The waters bounded by a line connecting the following points:

<table>
<thead>
<tr>
<th>Latitude</th>
<th>Longitude</th>
</tr>
</thead>
<tbody>
<tr>
<td>32° 42'13.2&quot;N</td>
<td>117° 14'11.0&quot;W</td>
</tr>
<tr>
<td>32° 41'12.0&quot;N</td>
<td>117° 14'00.3&quot;W</td>
</tr>
</tbody>
</table>

   and thence along the shoreline to the point of beginning.


   The waters are bounded by a line connecting the following points:

<table>
<thead>
<tr>
<th>Latitude</th>
<th>Longitude</th>
</tr>
</thead>
<tbody>
<tr>
<td>32° 43'25.6&quot;N</td>
<td>117° 12'46.1&quot;W</td>
</tr>
<tr>
<td>32° 43'25.3&quot;N</td>
<td>117° 12'52.0&quot;W</td>
</tr>
<tr>
<td>32° 43'08.2&quot;N</td>
<td>117° 12'58.0&quot;W</td>
</tr>
<tr>
<td>32° 42'57.9&quot;N</td>
<td>117° 12'54.0&quot;W</td>
</tr>
</tbody>
</table>
and thence easterly along the northern boundary of the channel to:

\[
\begin{array}{|l|l|}
\hline
Latitude & Longitude \\
32° 43'05.0"N & 117° 11'30.5"W \\
32° 43'27.2"N & 117° 11'14.0"W \\
\hline
\end{array}
\]

and thence along the shoreline of Harbor Island to the point of beginning.

"B" STREET MERCHANT VESSEL ANCHORAGE

The B Street merchant vessel anchorage area is located due west from the southwest corner of the "B" Street pier-head and abuts the special anchorage for U.S. Government vessels located off Harbor Island. A segment of the anchorage is within 100 yards of the channel boundary. Depths vary between 19 and 40 feet.

This area is reserved for the use of merchant vessels calling at the Port of San Diego while awaiting a berth. The administration of this anchorage is exercised by the Executive Director, Unified Port of San Diego. For information contact: Port of San Diego, Marine Operations (619) 686-6345.

The B Street anchorage locations are as follows:

The waters bounded by a line connecting the following points:

\[
\begin{array}{|l|l|}
\hline
Latitude & Longitude \\
32° 43'00.8"N & 117° 10'36.3"W \\
32° 43'00.8"N & 117° 11'23.0"W \\
32° 43'05.0"N & 117° 11'30.5"W \\
32° 43'27.2"N & 117° 11'14.0"W \\
32° 43'20.2"N & 117° 10'53.0"W \\
\hline
\end{array}
\]

and thence due east to the shoreline, and thence along the shoreline and pier to the point of beginning.

ANCHORAGES FOR GENERAL USE

Anchorages for general use include all navigable waters of the harbor except: Designated Channels, cable and pipeline areas, Special Anchorages (above), Naval Security Zones, Restricted Areas (see 33 CFR 334), the U.S. Coast Guard Safety Zone, Unified Port District (UPD) Regulated Areas and South San Diego Bay (southward of a line drawn between the mouth of Sweetwater Channel and a point on the southerly shore of Crown Cove on the Silver Strand).

Additionally, anchoring northerly of 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. Vessels anchoring in the portions of the harbor other than the areas accepted above, shall leave a free passage for other craft and shall not obstruct the approaches to wharves in the harbor.

For more information contact: Port of San Diego, Marine Operations (619) 686-6345.
SMALL CRAFT MOORING AND ANCHORAGE AREAS

The small craft mooring and anchorage areas are comprised of areas established for longer term anchoring and mooring of noncommercial, recreational vessels. For more information, contact: San Diego Harbor Police: (619) 686-6570 or (619) 686-6272 or https://www.portofsandiego.org/public-safety/harbor-police.

The general locations of these small craft anchorages are away from main ship channel areas and are identified below.

<table>
<thead>
<tr>
<th>Anchorage Designation</th>
<th>Location</th>
</tr>
</thead>
<tbody>
<tr>
<td>A-1</td>
<td>La Playa Cove, Shelter Island Yacht Basin</td>
</tr>
<tr>
<td>A-1a, A-1b, A-1c</td>
<td>Shelter Island Roadstead, bayward of Shelter Island</td>
</tr>
<tr>
<td>A-2</td>
<td>Shelter Island Commercial Basin</td>
</tr>
<tr>
<td>A-3</td>
<td>Laurel Street Roadstead, due east of the Coast Guard Sector</td>
</tr>
<tr>
<td>A-4</td>
<td>Bay Bridge Roadstead, northeast of western terminus of the San Diego Coronado Bay Bridge</td>
</tr>
<tr>
<td>A-5</td>
<td>Glorietta Bay</td>
</tr>
<tr>
<td>A-6</td>
<td>Naval Amphibious Base</td>
</tr>
<tr>
<td>A-7</td>
<td>The California Department of Parks and Recreation has not pursued development of an anchorage at A-7 and it appears it may not be done. Boaters may, however, anchor parallel to the beach between Fiddler’s Cove and Crown Cove. Anchorage in this area is limited to 72 hours a month and requires a permit from the Harbor Police.</td>
</tr>
<tr>
<td>A-8</td>
<td>Sweetwater Anchorage, west of 24th Street Marine Terminal, defined by lighted Buoys A,B,C and D and Buoys E and F. (This anchorage is closed as of October 31, 2008)</td>
</tr>
</tbody>
</table>
### Anchorage Designation

<table>
<thead>
<tr>
<th>Anchorage Designation</th>
<th>Location</th>
</tr>
</thead>
<tbody>
<tr>
<td>A-9</td>
<td>The A-9 anchorage, southwest of the Coast Guard Sector, has been approved by the Coastal Commission and adopted in the Port Master Plan. Boundary buoys will be installed in the area upon completion of the remediation project currently in progress in A-9. A-9 is bounded by the following:</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Latitude</th>
<th>Longitude</th>
</tr>
</thead>
<tbody>
<tr>
<td>32° 43'35.9&quot;N</td>
<td>117° 10'02.2&quot;W</td>
</tr>
<tr>
<td>32° 43'31.5&quot;N</td>
<td>117° 11'13.2&quot;W</td>
</tr>
<tr>
<td>32° 43'26.9&quot;N</td>
<td>117° 11'11.2&quot;W</td>
</tr>
<tr>
<td>32° 43'25.9&quot;N</td>
<td>117° 11'07.7&quot;W</td>
</tr>
<tr>
<td>32° 43'34.8&quot;N</td>
<td>117° 10'03.2&quot;W</td>
</tr>
</tbody>
</table>

### ANCHORAGE LIMITATIONS

1. Anchoring depths and anchor swing radii vary between each of the possible anchorage areas within San Diego Bay.

2. The area surrounding the turning basin at the 24th Street Marine Terminal has numerous wrecks and obstacles that may impair tug escort ability to maneuver.

3. At times anchored and/or moored vessels break loose and drift into the navigational channel and other areas.
V. COMMUNICATIONS

RADIO COMMUNICATIONS

Present coverage of the San Diego Bay area by VHF Marine Radio is considered adequate. There are no radio communication silent areas or blind spots within the harbor area.

U.S. Coast Guard Sector San Diego and San Diego Unified Port District Harbor Police maintain a 24-hour per day listening watch on VHF Channel 16. The services of Port pilots are normally arranged in advance of ship arrivals by ship's agents; however, requests for a pilot can be relayed to the pilots by calling the San Diego Harbor Police on VHF Channel 16.

Ship-to-ship and ship-to-shore communications within the waters of and approaches to San Diego Bay are conducted almost exclusively on VHF marine radio frequencies in the 156-162 MHz band. The level of usage is variable with intermittent time spans of congestion on certain frequencies during periods of high vessel activity among recreational boaters, fishermen, military vessels, and commercial vessels. With the exception of the landmass of Point Loma, extending to heights in excess of 400 feet and bordering the west side of San Diego Bay, the topography surrounding the Bay is low-lying and conducive to the line-of-sight propagation of VHF radio communications.

Currently there is no vessel traffic control system in San Diego Bay. Vessels may enter, depart, or move within the Bay without any prior radio coordination or advance communication of their intentions. Commercial vessels should make "security" calls via VHF 13 and 16 of their intentions while transiting the area to facilitate safe vessel movements. The Port of San Diego mariner Resource page is available at https://www.portofsandiego.org/maritime/mariner-resources. The Mariner Resource page provides links to maritime information, winds, currents, tides, vessel schedules, and a site map. Also, U.S. Naval Station San Diego, call sign "Control 1," maintains a listening watch from 0600 to 2200 on VHF Channel 12 and has information on most U.S. Navy and Military Sealift Command vessel arrivals, departures, and intra-harbor movements. The Port's pilots normally advise "Control 1" of their in-progress piloting activities on board commercial vessels and receive current naval vessel movement information from "Control 1." The pilots then coordinate directly with other vessel traffic via VHF radio to discuss navigational matters.

The U.S. Navy's "Control 1" in the meantime continues to provide vessel traffic information to commercial vessels. The U.S. Navy's "Control 1" has relocated to Naval Base San Diego.

Vessels moving in San Diego Bay can expect to encounter U.S. Navy vessels during their transit. The U.S. Navy vessels make extensive use of VHF Channel 12 for ship-to-ship communications, in addition to monitoring Channels 13 and 16. For security reasons, U.S. Navy submarine movements, which are within the main entrance channel and between points outside the Bay to the submarine base near Ballast Point, may occur under radio silence or with abbreviated radio communications with other vessels operating in their vicinity. The U.S. Navy submarines make use of Channel 14 to communicate with assisting tugboats, pilots, and shore units. Certain naval vessel movements are escorted by U.S. Coast Guard vessels, so communications may be established with the escort vessels. It is especially important to be advised of any distance requirements under temporary security zones used to protect the naval vessel.

The U.S. Coast Guard San Diego Sector and San Diego Unified Port District Harbor Police maintain a 24-hour per day listening watch on VHF Channel 16. The services of Port pilots are normally arranged in advance of ship arrivals by ship's agents; however, requests for a pilot can be relayed to the pilots by calling the San Diego Harbor Police on VHF Channel 16.
### Current Usage, VHF Marine Radio Channels

The following table outlines the authorized and prevailing usage of VHF Marine Radio Channels within San Diego Bay and identifies the channels normally monitored by certain radio equipped vessels/users that frequent San Diego Bay.

<table>
<thead>
<tr>
<th>CHANNEL</th>
<th>AUTHORIZED USE</th>
<th>CUSTOMARY USERS</th>
</tr>
</thead>
<tbody>
<tr>
<td>16</td>
<td>Distress, Safety, and Calling</td>
<td>All VHF-Equipped Vessels</td>
</tr>
<tr>
<td>09</td>
<td>Calling</td>
<td>Commercial and Non-Commercial Vessels</td>
</tr>
<tr>
<td>06</td>
<td>Intership Safety</td>
<td></td>
</tr>
<tr>
<td>12</td>
<td>Port Operations</td>
<td>High usage by U.S. Navy for ship-to-ship and ship-to-shore communication USN's &quot;Control 1.&quot;</td>
</tr>
<tr>
<td>13</td>
<td>Navigational, Bridge-to-Bridge</td>
<td></td>
</tr>
<tr>
<td>22</td>
<td>Coast Guard Liaison</td>
<td></td>
</tr>
<tr>
<td>77, 67</td>
<td>Port Operations</td>
<td>Pilots/Tugboats</td>
</tr>
<tr>
<td>19a</td>
<td>Commercial</td>
<td>Foss Maritime (Pactow Tugboats)</td>
</tr>
<tr>
<td>80</td>
<td>International</td>
<td>Sportfishing Boats</td>
</tr>
<tr>
<td>73, 80, 05a</td>
<td>Port Operations, Commercial</td>
<td>Harbor Excursion Vessels</td>
</tr>
<tr>
<td>14</td>
<td>Commercial, Port Ops</td>
<td>U.S. Navy Submarines</td>
</tr>
<tr>
<td>10</td>
<td>Commercial</td>
<td>Harbor Tug and Barge R.E. State Eng. Crowley Marine Services</td>
</tr>
<tr>
<td>73</td>
<td>Port Operations</td>
<td>USN Fleet Training Group Vessels</td>
</tr>
<tr>
<td>11</td>
<td>Commercial</td>
<td>Pacific Tugboat Service</td>
</tr>
<tr>
<td>7a</td>
<td>Commercial</td>
<td>NASSCO</td>
</tr>
<tr>
<td>68, 69, 71, 78</td>
<td>Non-commercial (Ship-to-Ship or Ship-to-Shore)</td>
<td>Working Channels for Recreational Vessels</td>
</tr>
<tr>
<td>28, 86</td>
<td>Public Correspondence</td>
<td>San Diego Marine Radio Telephone Operator</td>
</tr>
</tbody>
</table>
CELLULAR PHONES

A growing use of cellular telephone services to support ship-to-shore communications has been noted. In the area of the entrance channel to San Diego Bay and seaward, there appears to be an overlapping of Mexican and U.S. cellular systems. Interference and inability to make calls from cellular phones in this area has been observed.

The cellular communications systems used in the harbor area are considered to be adequate.

COMMUNICATION PROBLEMS

1. Interference
   a. Improper and unauthorized use of the VHF Marine Radio channels by certain users has created sporadic interference for authorized users. As an example, transmissions from non-English speaking users have interrupted pilots working with tugs on VHF Channel 77 and 12. Because of language barriers, persons causing interference often cannot readily be advised to stop improper use of a radio channel.

   b. The improper use of VHF Channel 13, the designated channel for the Vessel Bridge-to-Bridge Radiotelephone Act, to transmit other than navigational-related information has been reported. This channel is designated for the exchange of navigational information to facilitate safe passage between certain sizes and types of vessels. Operators on these vessels are required to maintain a listening watch on Channel 13 and, when necessary, transmit and confirm the intentions of their vessel and any other information necessary for the safe navigation of vessels.

   c. Interference from radio transmissions from and to other ports, including Los Angeles/Long Beach, has been reported. Users of VHF channel 05a are urged to use the low power setting while transmitting to help eliminate the carry over problem.

2. Slow Response or Non-Response to Call-Ups
   Commercial vessels in San Diego Bay may, on occasion, experience slow response from military vessels when they call-up military vessels on VHF Channel 13 or 16. U.S. Navy submarines may not acknowledge call-ups. VHF Channel 12 is used as a primary channel for ship-to-ship communication between Navy ships and shore units.

3. Confusion Caused by Military Parlance
   Military vessel operators use standard H.O.102 parlance when communicating with commercial vessels. As an example, a military vessel operator may inquire of a commercial vessel "Interrogative your intentions" in lieu of stating, "What are your intentions?" If there is any doubt as to the meaning of a communication, it is necessary to ask for clarification.
VI. VESSEL TRAFFIC PATTERNS

**Evaluation**

The San Diego shipping channel consists of a main channel with no branches or stems in its entire length to National City Marine Terminal (also referred to as 24th Street Terminal). There is one major choke point at Ballast Point near the entrance. This is the narrowest point in the channel and just inside is the U.S. Naval Submarine Base. It should be noted that submarines can be getting underway or maneuvering to berth at all hours of the day. In poor visibility conditions submarines can often paint on radar as a small contact due to their inherent construction characteristics of a small conning tower above water with approximately 90% of the remainder of the vessel submerged.

Bayward of the U.S. Submarine Base, on the port hand, is the Naval Fuel Pier where contract tankers and, occasionally, naval combatants load and discharge fuel. To starboard in this same stretch is a naval ammunition pier on North Island. At the end of Shelter Island, near the entrance range-markers, is the outlet from the Shelter Island Yacht Harbor. A large measure of the small craft traffic will be found in this vicinity, particularly on weekends. At the other end of Shelter Island is the entrance to America’s Cup Harbor (formerly known as Commercial Basin) where the majority of sport fishing boat traffic is berthed.

After an eastward leg, the channel enters a turning basin area before heading toward the center spans of the San Diego/Coronado Bridge. Bordering on this turning basin are the Embarcadero with its Cruise Ship Terminal and the adjacent Navy Pier with the USS MIDWAY aircraft carrier museum ship. Across the channel and turning basin area are the Naval aircraft carrier berths on Naval Air Station, North Island.

The next channel leg toward the Coronado Bridge has the Port of San Diego’s Tenth Avenue Marine Terminal on the port hand. Between this section and on through the bridge, commercial shipyards give way to the U.S. Naval Station; all of these activities on the port hand. The channel then narrows, then proceeds to the Port of San Diego’s National City Marine Terminal.

It should be noted that the San Diego/Coronado Bridge has a vertical clearance of 195 feet over the two middle channel openings with a horizontal clearance of 600 feet. The charts for the Bay show an in-bound lane between piers 18 and 19, and an out-bound lane between piers 19 and 20. It is accepted practice in San Diego Harbor to use the span between 19 and 20 for both directions of traffic, if the channel is clear.

**Commercial Vessels**

On average, there are three to four large commercial vessels (container ships, bulk freighters, break-bulk freighters, roll on/roll off (RO-RO) automobile carrier vessels, or cruise ships) in the port at any one time. RO-ROs call on the Port’s National City Marine Terminal (NCMT) at a frequency of four to five vessels per week. Various bulk and break-bulk freighters call at the port’s Tenth Avenue Marine Terminal (TAMT), at a frequency of two to three vessels per week. A number of locally-based work barges also transit the waterway in support of a variety of maritime-industrial business activities. Cruise ships make regular calls at the Port’s B Street Pier Cruise Ship Terminal and are projected to make 89 calls during the 2017/2018 season.

A commercial fishing fleet, consisting mainly of sportfishing vessels, operates out of the America’s Cup Harbor Basin at Shelter Island and the port’s commercial fishing berthing facility at the G Street Mole.

Figure 3 shows that the Port’s commercial cargo and cruise ship activity. Appendix D and E has additional data and charts about the Port’s vessel calls and cargo volumes from 2008-2016.
The Port of San Diego is designated as a Strategic Port to support the deployment of military cargoes of the Armed Forces of the United States in support of national defense. Both the Tenth Avenue Marine Terminal and the National City Marine terminal are used for military cargo operations. Special security zones are in effect during such operations.

**MILITARY VESSELS**

Military vessels make up the bulk of large vessel traffic in San Diego harbor and frequently transit the waterway in route to berths at Naval Base Point Loma, Naval Base San Diego, and Naval Base Coronado (including the Naval Amphibious Base adjacent to Glorietta Bay). Naval vessels of all classes, from 50' long amphibious landing craft to 1115' long aircraft carriers, can be found in the harbor. Landing craft and smaller vessels usually moor at the amphibious base in Glorietta Bay. Aircraft carriers moor at wharfs at Naval Base Coronado, submarines moor at Naval Base Point Loma, yet the bulk of the fleet moors at the Naval Base San Diego. Occasionally, U.S. Naval and U.S. Coast Guard vessels moor downtown at either Broadway or B-Street Pier which belong to the Port of San Diego.

The Coast Guard has two main bases in San Diego Bay. The Coast Guard Base at Ballast Point on Naval Station Point Loma and The Sector San Diego Base adjacent to Harbor Drive. The 175' Buoy Tender USCG Cutter GEORGE COBB, home ported in San Pedro, CA, is responsible for servicing all of the primary Aides to Navigation in San Diego Bay. Various classes of cutters frequent San Diego for training purposes and usually moor at the Naval Pier Downtown or at Naval Base San Diego. Two other Coast Guard units based in San Diego are the Maritime Safety and Security Team 91109 and the Pacific Tactical Law Enforcement Team, located at Marine Corps Recruit Depot San Diego.

The U.S. Navy houses their Afloat Training Group (ATG) at the Naval Base San Diego. ATG trains and tests all U.S. Military and U.S. Coast Guard ships larger than 110’ feet in length. Training is conducted while the vessel is underway, at anchor, or moored. The testing vessels normally anchor south of Harbor Island.
Underway drills are conducted outside of San Diego Bay. Drills and training that can be conducted pier-side are conducted at one of the three metro San Diego bases.

**RECREATIONAL BOATING**

Recreational boaters for the San Diego/Mission Bay area have been numbered at 200,000. Marinas inside San Diego harbor are located at Shelter Island, Harbor Island, Marriott Hotel, Chula Vista Harbor, Coronado Cays, Glorietta Bay, and Sweetwater Channel.

Considering the vicinity of the marinas to the main shipping channel, recreational boaters present a hazard to navigation to larger commercial traffic restricted in their maneuverability. There have been numerous complaints from both the Navy and the San Diego Pilots about Inland Navigational Rule 9 violations in which recreational boaters impede the safe passage of larger vessels confined to a narrow channel. The HSC has recommended and implemented boater education materials to improve boater safety. These are discussed in more detail on the following page under “Boater Education.”

**SUMMARY OF VESSEL TRAFFIC AND CARGO**

As shown in Figure 3 (see above) vessel calls by vehicle carriers has been trending up since FY 2011, while general cargo vessels have been rather steady calls are expected to increase due to G2 committing to an increase in vessels calls. The cruise industry within San Diego is beginning to see a slight increase and cruise vessels calls are expected to grow year after year.

Several types of cargo frequent the Port of San Diego. Cargos include containers, lumber, bulk cement, sand and fertilizer, fresh and frozen foodstuffs, automobiles, steel, project cargos and fuel oil. The most common large vessels in the harbor are cruise/passenger ships and naval vessels.

The oil and fuel that move through the Bay are the result of naval operations and cruise ship activities where oil and fuel may transit the harbor several times per week according to the level of vessel. The majority of petroleum products transported in San Diego Harbor are JP-5, DFM, IFO 380 and MGO. The main import destinations are the Naval Fuel Depot, La Playa and the Bunker Fuel Facility at TAMT. These oils are then transferred to various military vessels as cargo and/or service oil. These vessels operate in and out of the harbor on regular local training exercises and other operations. Fuels for cruise vessels are stored at TAMT until transferred by barge to the B Street Cruise Ship Terminal whenever required. U.S. Navy ship, foreign ship, service craft, and tug movements are summarized in Appendix F. Navy Fuel Depot totals are summarized in Appendix G.

**LIMITED ACCESS AREAS**

Recreational boaters need to be aware of the following limited access areas in San Diego Bay.

All of these areas are noted on Chart 18773 and should be referenced per the appropriate references, including U.S. Coast Pilot 7.

**U.S. Navy Security Zones, Restricted Areas, and Naval Vessel Protection Zones**

The Navy has installed Physical Protection Barriers to protect its assets at Naval Bases San Diego, Coronado and Point Loma. Security Zones are in place at Naval Station San Diego, Naval Station Pt. Loma, Naval Station Coronado and other noted areas on North Island as per Chart 18773. No persons or vessels may enter these Security Zones. Additionally, nothing may be placed in or taken from these areas. Temporary Restricted Areas are in place when loading and unloading ammunition.
The Coast Guard has also established regulations for the safety or security of U.S. naval vessels in the navigable waters of the United States. Under 33 CFR 165.2030, Naval Vessel Protection Zones are permanently established around naval vessels while they are within United States territorial waters. Each zone surrounds the naval vessel with a 500 yard radius, whether the naval vessel is underway, anchored, or moored (except when the naval vessel is moored within a restricted area or within a naval defensive sea area). This includes any vessel owned, operated, chartered, or leased by the U.S. Navy or under the operational control of the U.S. Navy. The Navigation Rules shall apply at all times within a naval vessel protection zone. Within a naval vessel protection zone, starting at 500 yards, all vessels shall operate at the minimum speed necessary to maintain a safe course and shall proceed as directed by the official patrol. At 100 yards, no vessel or person is allowed to approach the naval vessel without authorization from the official patrol. Vessels requesting to pass within 100 yards of a U.S. naval vessel shall contact the official patrol on VHF-FM ch.16. When conditions permit, the official patrol may: (1) permit vessels constrained by their navigational draft or restricted in their ability to maneuver to pass within 100 yards of a U.S. naval vessel in order to ensure a safe passage in accordance with the Navigation Rules; and (2) permit commercial vessels anchored in a designated anchorage area to remain at anchor within 100 yards of passing naval vessels. Violations of these regulations are punishable as a felony,

**Restricted Areas at the Amphibious Docks of Naval Station Coronado, Pt. Loma Bait Barge, and Ballast Point**

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.

**Regulated Navigation Area (RNA) at the Arco Terminal Dry-Dock at U.S. Naval Sub Base Pt. Loma**

During submarine docking/undocking operations, mariners transiting within the RNA shall proceed at a speed that generates no wake from their vessel. A Broadcast Notice to Mariners will be issued to inform the maritime community of the dates and times of the docking/undocking operations.

**Security Zones around Cruise Ships within San Diego Bay**

For the protection of cruise ships calling on San Diego the following stipulations are in place as per 33CFR165.1108:

All waters, extending from the surface to the sea floor, within a 100-yard radius around any cruise ship that is anchored at a designated anchorage within the San Diego port area inside the sea buoys bounding the port of San Diego. The shore area and all waters, extending from the surface to the sea floor, within a 100 yard radius around any cruise ship that is moored at any berth within the San Diego port area inside the sea buoys bounding the Port of San Diego; and all waters, extending from the surface to the sea floor, within a 100 yard radius around any cruise ship that is underway on the waters inside the sea buoys bounding the Port of San Diego. In accordance with the general regulation in Sec. 165.33 of the part, entry into or remaining in these zones is prohibited unless authorized by the Coast Guard Captain of the Port, San Diego or his designated representative.

Persons desiring to transit the area of the security zones may contact the Captain of the Port at telephone number (619) 278-7031 or on VHF-FM channel 16 (156.8 MHz) to seek permission to transit the area. If permission is granted, all persons and vessels must comply with the instructions of the Captain of the Port or his or her designated representative.
Security Zone around Coronado Bay Bridge

There is a security zone around all pilings and other infrastructure of the Coronado Bay Bridge. 33CFR165.1110 requires mariners to stay at least 25 yards away. Permission to enter the security zone near the pilings, for example to conduct environmental surveys, may be requested through the Captain of the Port's office (call 619 278 7262). This permission must be requested in advance; it will not be granted on-the-spot.

Regulated Navigation Area for all of San Diego Bay

A Regulated Navigation Area (RNA) is in place for all of San Diego Bay, Mission Bay and their Approaches. All vessels 100 gross tons or greater (including tug and barge combinations when combined weight is 100 gross tons or greater) must obtain permission from the Coast Guard Sector when entering, moving within, or departing the RNA. It is recommended that mariners request permission to transit by calling (619) 278-7033 or by hailing Coast Guard Sector San Diego via VHF-FM marine band radio on channel 16 (156.800 MHz) at least 30 minutes prior to transit to avoid delays. (Public vessels and vessels operating properly installed, operational, type approved Automated Information System (AIS) as denoted in 33 CFR 164.46 are exempted from making requests as required in this regulation). This regulation is found in 33 CFR 165.1122.

Safety Zone at the U.S. Coast Guard Base

Vessels may transit the area of this safety zone without permission, but may not anchor, stop, remain within the zone, or approach within 100 yards (92 meters) of the land area of Coast Guard Sector San Diego or structures attached thereto. Note that Temporary Safety Zones may be established for marine events and other on-water operations for safety and environmental purposes. Military operations and national security events may necessitate the establishment of Temporary Security Zones. No person may enter a safety zone or security zone unless authorized by the Captain of the Port. These specific zones will be published in the Local Notice to Mariners (and/or broadcast on VHF-FM Ch. 16).

Special Local Regulations / Marine Events

Annual marine events are listed in 33 CFR 100.1101. These are routine events that have been approved and described in the regulations, including safety zones and other navigation safety requirements. For information about marine events in the San Diego area, please call 619-278-7262.

Small Vessel Traffic Effects on Safety

As host of past America’s Cup Yacht races, San Diego Bay established itself as a sailing and yachting center in California. The presence of a large kelp bed and excellent ocean fishing supports a large fleet of dive, whale watching, bottom and surf fishing vessels in San Diego Bay. These vessels use the same navigation channel as the larger vessels when entering and exiting the Bay. In addition to ocean going small vessel traffic, there is significant traffic within the Bay. The vast majority of small vessel recreational traffic is encountered on the weekends in San Diego Bay. During the summer months, on Wednesday evenings, there is a large (and largely informal) gathering of sailboats for a race known locally as the "Beer Can Regatta". This race can virtually cover the entrance area with sailboats from about 17:00-20:00 hours, local time.

Existing conflicts and potential problems associated with the interface between small recreational and fishing vessels, and larger commercial and military vessels were discussed at length by the Committee. Although there is ongoing communication between recreational boaters and commercial/Navy interests in the Bay, the Committee recognized the need for continuing efforts to expand and improve this dialogue and to enhance this relationship in order to ensure the safety of both small boats and shipping. In this light, the Harbor Safety Committee has explored, in depth, with representatives of recreational boaters, commercial interests, San
San Diego Bay Pilots, U.S. Coast Guard, and the U.S. Navy, means to address these areas of conflict. The Committee found the following to be primary sources of existing difficulty during navigation in the Bay.

**Small Vessel Traffic Hazards**

1. Failure of recreational boaters to recognize the limitations of the large vessels regarding maneuverability and depth restrictions that confine their safe navigation to the main ship channel.

2. Failure of some recreational boaters to know or respect the Rules of the Road and Rule 9 (Steering and Sailing Rules-Narrow Channels).

3. Some members of the boating public operating boats in an unsafe manner.

4. Sailboats (racing and otherwise) interfering in the passage of larger vessels and unwittingly getting into the wind shadow of the larger vessel which causes the sailboats to lose maneuverability.

5. Races (with or without permits) with courses that cross the navigation channel during use by a larger vessel.

6. Recreational fishermen fishing in the channel and anchoring near the channel markers.

7. Failure of some recreational boaters to monitor and use proper channel for radio communication. It’s each boater’s responsibility to use proper radio practices, protocol, and language.

8. Failure of recreational boaters to recognize the boundaries of the main channel.

**Boater Education**

The Chair of the SD HSC appointed an Education Subcommittee to evaluate and implement recommendations (see Chapter XIII) concerning the need for establishing and/or upgrading existing educational or public awareness programs for all waterway users. A focus of the HSC’s efforts has been on the interaction of small vessels and ships. The HSC has published the following educational materials to improve recreational boating safety: (1) “Rule 9” poster (posted at the marina and boat launches; and (2) “A Guide to Boater Safety, San Diego Bay” (distributed to marinas, the Port of San Diego, and tackle shops). Copies are provided in Appendix C.

**Accidents and Near Accidents**

**Accidents and Pollution Incidents**

There are strict reporting requirements for casualties and potential casualties already in place (46CFR4.03 and 4.04). Any violations of the Inland-International Navigation Rules that result in a near collision, grounding, or other hazard to the Port must be reported to the Coast Guard Sector San Diego at (619) 278-7033 for investigation, potential penalty and the capturing of lessons learned.

The most recent condensed USCG reports for marine casualties, spills and incidents are in Appendix H and I. The charts below (taken from Appendix H and I) show the number of accidents and pollution incidents in San Diego Bay from 2010-2019 and 2015-2019.
Near Accidents

There are no clear guidelines for reporting near accidents if they do not result from violations of the Rules of the Road. That they do occur is, of course, a given. Anecdotal evidence supports that there have been many close calls.
Representatives of California’s five Harbor Safety Committees and the U.S. Coast Guard met in an attempt to reach agreement on a uniform definition of “near miss” incidents. All five Harbor Safety Committees (San Diego, Los Angeles/Long Beach, Port Hueneme, San Francisco, and Humboldt) have now agreed to the following definition:

A reportable 'Near Miss' is an incident in which a pilot, master or other person in charge of navigating a vessel, successfully takes action of a 'non-routine nature' to avoid collision with another vessel, structure, or aid to navigation, or grounding of the vessel, or damage to the environment.

The next step is to identify, collect and correlate statistical data on near misses in a consistent manner within California, and to encourage the timely reporting of such incidents so that, by analysis, improvement to the safe management of vessel movements in the State’s waterways may be recommended and implemented.

The SD HSC fully supports and will continue to participate in the joint state-wide endeavor of all five Harbor Safety Committees and the U.S. Coast Guard to develop a standardized system for reporting and recording data on "near misses."

EMERGENCY ROUTING PROCEdURES

The U.S. Coast Guard has the legal authority to restrict movement for special contingency and has procedures for security and safety zones. Alternate routing of vessels is determined on a case-by-case basis by the Captain of the Port. This is determined to be adequate by the Committee.

FEDERAL, STATE, AND LOCAL LAWS

During their deliberations the SD HSC reviewed the various jurisdictional issues and laws governing vessel movement in San Diego Bay. Current recommendations are listed in Chapter XIII regarding the support by the HSC to change various federal, state, and local laws. Most of these recommendations apply to navigation on the federal and state level, and mooring ordinances on the local level.

A compendium of California statutes and regulations relating to oil spill prevention and response can be found online at the California Office of Oil Spill Prevention and Response Website at https://www.wildlife.ca.gov/OSPR/Legal. Chapter XV provides further discussion of regulations and guidelines of particular importance to San Diego boaters.
VII. TUG ASSIST/ESCORT

The SD HSC submitted recommendations to the California Office of Spill Prevention and Response for the promulgation of Tug Escort regulations. A copy of the 2006 Amended Tug Escort Regulations (14 CCR Sections 852 - 852.6) is contained in the Appendix B. The most recent update of the Tug Escort regulations (14 CCR Sections 852 - 852.6) can be found online at the California Office of Spill Prevention and Response website at https://www.wildlife.ca.gov/OSPR/Legal.

EVALUATION

The area with a need for tug escort for petroleum product transportation embraces over 12.8 nautical miles of navigable waters and reaches from the San Diego Entrance Buoy to National City Marine Terminal. The majority of petroleum products transported in San Diego Harbor are JP-5 and DFM. The main import destination is the Naval Fuel Depot, La Playa. These oils are then transferred to various military vessels as cargo and/or service oil. These vessels operate in and out of the harbor on regular local training exercises and other operations.

Development of a practical, effective and economical plan to increase the safe transit and spill prevention of petroleum products upon the waters and coast line of the San Diego Harbor area required a comprehensive analysis. Considerations of the ecology, shoreline developments, industries, economics, present technology, available equipment, local operations, and weather and sea conditions are among the matters considered.

The present commercial procedure for inbound laden tank vessels is for the assisting tug(s) to meet the vessel at Buoys 5/6 or as otherwise directed. Tugs assisting outbound laden tank vessels are generally released after the ship has cleared Buoys 5/6.

When and how the tug(s) are made fast to both inbound and outbound vessels and when tugs are released are factors determined by the Pilot and/or Master. These decisions depend on terminal location, vessel size, other vessel traffic, weather, currents and other varying factors.

TUG EQUIPMENT

A minimum of two commercial ship assist tugs and five Navy assist tugs are assigned to San Diego Harbor. The commercial tugs have 53 tons bollard pull, and the Navy tugs all have a bollard pull of 34 tons. All of these tugs are outfitted with an operable bow winch fitted with wire(s) and all tugs are fendered for ship assist. The Tug Escort Inventory on the following page provides a detailed description of the tugs in the San Diego Harbor.

Two commercial escort tugs are regularly operated on San Diego Bay. The configurations of these tugs are primarily conventional twin screw tugs and range from 4000 hp to 4800 hp. These tugs perform both ocean and harbor service.

Four 2400 hp zt-drive (propeller forward) tractor tugs and one 4400 hp Z-drive tug are berthed at the Naval Station San Diego. These tugs are dedicated to naval operations except in emergency situations. All are fendered for ship and submarine assist.

It is the opinion of the SD HSC that the tugs available in San Diego Harbor provide a sufficient selection of sizes, shapes and power so that, including all the committee recommendations, any tanker using the port can be safely handled.
Figure 6: 2016 Escort Tug Inventory - San Diego Bay

<table>
<thead>
<tr>
<th>CERTIFIED TUGS</th>
<th>Adv. Hp:</th>
<th>Bollard Pull</th>
<th>Year Built</th>
<th>Length</th>
<th>Beam</th>
<th>Draft</th>
<th>GT</th>
<th>Tow Wire</th>
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<tr>
<td><strong>COMMERCIAL USE TUGS</strong></td>
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<td>36</td>
<td>18</td>
<td>198</td>
<td>0</td>
</tr>
</tbody>
</table>

**LEGEND:**
* - kort nozzled
f - flanking rudders
zt - azimuthing propellers, tractor(propellers forward)
t - twin screw
s - single screw
z - azimuthing propellers(Z-drive)

**STEERING AND STOPPING EFFECTIVENESS OF TUGS**

A tug’s effectiveness in steering and controlling an assisted vessel is affected by a number of variables. Factors such as, but not limited to, the ship’s size, tonnage, draft, handling characteristics and speed, conditions of currents, available water, wind, width of berth, and the tug’s maneuverability, rudder power, and push/pull capabilities are among the variables.
The majority of escort tasks will be of relatively short durations, projecting that the escorts tug(s) will also serve as the assist tug(s). Both calculated stopping power needs and local knowledge on assist effectiveness of existing equipment is major considerations in recommending the number and total power of escort tugs.

Traditionally the push/pull capability of tugs has been measured by the engine manufacturers indicated horsepower and bollard testing.

**TUG MANNING**

The current manning level practices in San Diego for escort tugs is dependent on tug size, power, deck equipment, job function, and contractual requirements or other policies. All personnel meet or exceed federal licensing or certification requirements.

The HSC finds that the current manning levels for harbor operations are sufficient to perform the necessary work involved with escort services. In any event, no tug should engage in escort services with less than a crew of three.
VIII. VESSEL TRAFFIC SERVICE

San Diego Bay does not have a Vessel Traffic Service (VTS) but does have a system of communication between the U.S. Navy and the Pilots of the San Diego Bay Pilots Association whereby each commercial pilot has an individual cell phone and can be called directly from the Navy “Control One” to coordinate vessel moves. Vessel movements are announced on marine VHF Channel 12 as occurring by the entity making the move to “Control One” who acts as a clearing house for the information. This arrangement has been adequate. However, with expected increase in traffic, it is advisable that a more sophisticated system be instituted. While the current system of communications and cooperation between the major commercial entities, the San Diego Bay Pilots, and the Navy's "Control One" organization seems adequate, all are in agreement that there is room for improvement.

Known Ship Movements are available from:

- San Diego Unified Port District: (619) 686-6345 Port of San Diego Vessel Schedule
- Navy Region SW Port Operations: (619) 556-1433

It is the opinion of pilots, commercial entities, and others, that a coordinated communication system would smooth the movement of shipping and eliminate delays. It would allow advance planning of both departure/arrival times and better planning of the actual passing of ships in the channel at the safest and most opportune point. These improvements would significantly reduce the risk of an accident.

IX. BRIDGE MANAGEMENT REQUIREMENTS

There is a single bridge spanning San Diego Bay. The San Diego/Coronado Bridge has 195 feet of vertical clearance over the two middle channel openings with a horizontal clearance of 600 feet. The charts for the Bay show an in-bound lane between piers 18 and 19, and an out-bound lane between piers 19 and 20. It is accepted practice in San Diego Harbor to use the span between 19 and 20 for both directions of traffic, if the channel is clear.

X. COMPETITIVE ASPECTS

The Harbor Safety Committee for the Port of San Diego has determined that the Harbor Safety Plan outlined herein should have a minimal additional economic impact upon the maritime industry, the Port Authority, tenants and users of the Port, and the surrounding community.

Nothing in the San Diego Harbor Safety Plan would put the Port of San Diego at a competitive disadvantage with other ports within the United States. However, as with all long range outlooks, we do suggest the possibility of future unknown fiscal impacts on the Port, the maritime industry, and the local community, based upon needs, requirements, or legislation that are all unknown at this time.

An evaluation of the economic impact of the Plan will be conducted as recommendations are made and implemented. It was the determination of OSPR that the tug escort regulations did not impose a significant economic impact.
XI. PROJECT FUNDING

SAN DIEGO MARINE INFORMATION SYSTEM PROJECT FUNDING

There is no consistent source of funding to allow the San Diego Marine Information System to continue to operate from year to year. Safety of navigation in our California Harbors is highly dependent upon accurate tidal and current information. In the past decade, mariners have been aided by a variety of environmental sensing systems to access real time tide, current and wind information, which provide more accurate information than published tide tables. In San Francisco, Los Angeles and Long Beach harbors a Physical Ocean Real Time System (PORTS) was installed; the Ports of San Diego, Hueneme and Humbolt Bay have differing systems and capabilities. All agreed on the proven value of the systems to our harbors, particularly during storms which buffer our coast. However, the systems do not have uniform capabilities and coverage, installation and maintenance or permanent funding. A PORTS or PORTS type system should have an ongoing appropriation of maintenance and operating funding from federal (i.e., NOAA) and State (i.e., OSPR) funds, and/or Port budgets.

BOATER EDUCATION

A grant was obtained from BOAT/U.S. which funded development and distribution of 250 laminated signs for posting in marinas, four permanent signs for posting at boat launch ramps, 1,000 black and white Rule 9 flyers for distribution by regulators, and production and copying costs for a video to demonstrate the problem of vessel traffic in the navigation channel. In-kind support for the Port District has been volunteered for assistance and general support for the educational signage regarding Rule 9. The U.S. Coast Guard could be a source for funding for buoyage changes, signage, and marina posting. The U.S. Coast Guard Auxiliary already produces many boating safety materials and could be encouraged to support some of the recommendations herein.

In view of the above advantages accruing to all concerned, it is anticipated that funding could be provided on a shared basis, from all the economic beneficiaries of such a system, while concurrently providing a safer San Diego Bay for all of its users.

XII. ENFORCEMENT

The goal of the Harbor Safety Committee is to prevent an oil spill in San Diego coastal, harbor, and estuarine waters. The effectiveness of the Harbor Safety Plan hinges on the enforcement of navigational laws and practices and on fostering a cooperative ethic among those who use the Bay. The Committee is committed to strong enforcement of speed limits, Rules of the Road, and adherence to Rule 9 as imperative safety of navigation to be improved in San Diego Bay.

The U.S. Coast Guard has primary authority for enforcement of federal requirements in the navigable waters offshore and within San Diego Bay and Mission Bay, with the San Diego Harbor Police enforcing local ordinances and regulations. It has been noted by the HSC that Harbor Police personnel must observe a violation to issue a citation. Efforts to support reporting of Rule 9 and other violators were supported through increased coordination and communication between commercial pilots and San Diego Harbor Police. Harbor Police are now issuing citations and distributing Rule 9 flyers.

The Coast Guard Marine Event Permit process includes notification of all agencies that may have an interest in permitted activities. All Marine Event sponsors must submit an application for a Marine Event Permit to Coast Guard Sector San Diego. The Marine Events staff will determine if an event requires a permit. Applications forms are available by calling (619) 278-7262.
XIII. HARBOR SAFETY COMMITTEE RECOMMENDATIONS AND ACCOMPLISHMENTS

SAFETY AND NAVIGATION RECOMMENDATIONS

1. The SD HSC joined with the other California HSCs to support legislation for authorization of a statewide California Physical Oceanographic Real-Time System (CalPORTS) to be established and permanently financed by NOAA and/or the State of California. PORTS is of proven value to the broad public in terms of marine safety, protecting the environment, use by recreational boaters, academia, and preventing oil spills in California waters. Safety of navigation in our harbors is highly dependent upon real time tidal and current information. San Diego Harbor has in place a Marine Information System which provides real time tide and current information. This system should be funded to allow continued operation until a PORTS system is evaluated, installed, and funded for permanent operation. OSPR should continue its oversight role.

2. Dredging of the navigational channel should be accomplished to provide an 800 foot wide channel from sea to Buoy 20. A ship control simulation of channel transit demonstrated a problem in negotiating the channel turn in vicinity of Buoy 17. Widening the channel will ease the turn and provide for increased safety of deep draft ship passages. See 1997 Ship Control Simulation of Channel Transit contained in the archives.

3. Clarify the signage on Zuniga Jetty.

4. When the technology is available, the HSC requests that the intensity of aid to navigation lights be increased on the navigational range lights. This would allow mariners to readily distinguish the range lights from background light sources. This is being addressed in a systematic manner as filament bulbs in the Coast Guard's aids to navigation are being replaced with LED lights. In addition to higher intensity, the LED lights last longer, require less maintenance and do not require bulky, acid-based batteries. However, this upgrade process will take time due to funding restraints and to ensure that the changes in light characteristics are duly approved and reflected in the proper official references. This LED light upgrade will eventually include the lights on the fixed ranges.

5. The San Diego Port District should continue program of clearing hazards west of National City Marine Terminal. Tug maneuvering room must be maintained in the area west of the channel and turning basin for safety in docking deep draft ships.

6. Coast Guard should insure that all marine events are properly permitted and monitored.

7. Request that the Harbor Police and USCG be on patrol during peak periods of traffic.

8. Report detected violations of VHF Marine Radio communication procedures to the FCC.

BOATER EDUCATION RECOMMENDATIONS

9. Educate marine VHF radio users about the authorized use for the various radio channels (highlighting channels recreational boaters are not allowed to use), and proper radio power settings to limit transmission carry-over (interference).

10. Emphasize navigational rules, safe operation, and limitations of large vessels.

11. Post signs in marinas, boat launching ramps and frequently used boating areas that warn of the danger of boating near large vessels and remind recreation boaters of the importance of Rule 9. These signs will contain two or three graphics depicting the result of interfering with a large ship and simple text.
reminding boaters of their obligation to respect Rule 9. Monitoring of the signs is required, as some are subject to weathering.

12. Request that OSPR urge the California Department of Motor Vehicles (DMV) to continue to include Safe Boating flyers with each boat registration, reminding vessel owners of rules of the road and safe boating practices.

13. Request the San Diego Log to feature “Do You Know…” pointers column on proper boating rules and environmental tips regarding safe boating in San Diego Bay. These would be selected from and provided by USCG Auxiliary materials, Port District Safe Boating Guide, environmental Health Coalition’s Baywatch-A Guide for Boaters, and other existing sources.

14. Convene a meeting as part of “Safe Boating Week” with OSPR, Coast Guard, Pilots, yacht club racing committees, and recreational boaters to evaluate anticipated race courses for the season, potential impacts on large vessel traffic, and to discuss ways to avoid conflict in the channel.

15. San Diego Harbor Safety Committee members and other volunteers will be available to public groups, marinas, yacht clubs, and other boating groups to speak on safety issues and educate about the potential problems in the Bay.

16. Explore options for requiring safe boating classes and/or Bay cleanup for those that are caught violating the law or otherwise endangering safety on the Bay.

17. Request the Department of Boating and Waterways, DMV, and lawmakers require non-professional licenses, similar to automobile driver’s licenses, for all boat operators. HSC supports legislation requiring mandatory boater education

**HARBOR SAFETY COMMITTEE ACCOMPLISHMENTS**

1. Developed and published “Best Maritime Practices” for vessels operating in and around San Diego Bay.

2. Published information regarding the effects of sea and swell conditions in the main channel in the Coast Pilot.

3. Investigated the relocation of Buoys 16, 17, and 19; the elimination of Buoy 16A. A series of three Ship Simulation exercises using computerized interactive ships was carried out at Marine Safety International in 1997 to study this issue.

4. Installed frequency agile, dual frequency X and S band Radio Beacons (RACON) at the center span of the Coronado Bridge and Buoy SD”1”.

5. Prohibited anchoring between the main ship channel and Shelter Island.

6. Supplied the Harbor Police with flyers to distribute to boaters from their patrol boats describing Rule 9.

7. Established MOU between Bay Pilots and Navy concerning communications.

8. Developed and install permanent signs at four public launch ramps graphically depicting Rule 9 information.

9. Posted educational Rule 9 signs at every marina and most marine businesses in San Diego Bay.
10. Produced and installed Rule 9 decals on rental boats.

11. Developed a Speaker’s Bureau. A list was developed soliciting participation by a wide range of volunteer speakers. A news release was submitted to the boating industry and major media. A mailing list of 22 boating and bay related groups was developed to receive the list of speakers.

12. Publicized availability of boater insurance rate discounts for graduates of safe boating classes.

13. Received news media coverage for HSC education issues.

14. Provided Rule 9 education materials at Coast Guard “Safe Boating Week” open house and at the festival “Day at the Docks”.

15. Grant funds were applied for and obtained for HSC recreational boater education projects.

16. Aided in enforcement of Rule 9, by supplying Pilots with Harbor Police’s dispatch number to immediately warn or ticket violators.

17. Minimum Visibility Guidelines established and published in Coast Pilot.

18. Underkeel Clearance Guidelines established.

19. Tug Escort Regulations established.

20. Funding obtained and consortium formed to develop VTIS system.

21. Addition of two more permanent aids to navigation to North Island mitigation area.

22. Completed “A GUIDE FOR BOATER SAFETY” pamphlet and distributed to local marina operators and boaters.

23. Provided a single contact point for representatives of the Red Bull Air Races to reach out to groups in the San Diego harbor complex that might have issues that needed to be addressed for the event to be permitted.

24. Participated in the Coast Guard’s Waterways Management Questionnaire (WAMS).

25. Potential hazard to navigation identified from sport fishing vessels using high intensity lights that were not properly shrouded in effect blinding other mariners. Outreach by Coast Guard to Sports Fishing Association of California addressed the issue.

26. Brought to the public’s attention — through the LOG and other outreach by committee members — the navigation hazard posed by poorly lighted bluefin tuna pens located between Ensenada and San Diego.

27. Continue to work on improving safety of navigation around the submerged Zuniga Jetty. The Zuniga Jetty is listed as a danger to navigation in US Coast Pilot 7 and is depicted on chart 18773 as submerged. In addition, the SD HSC noted the submerged Zuniga Jetty as hazard in the safe boating brochure “A Guide to Boater Safety, San Diego Bay.” (See Recommendation 3).
XIV. IMPLEMENTATION

The OSPR strategy for implementing the plan and plan implementation schedule dated February 14, 1996 is attached as Appendix N. Many of the actions include requests for investigations by the USCG, CalTrans, OSPR and the San Diego Unified Port District. In addition, the HSC has formed subcommittees to evaluate and implement education and pilotage recommendations. A list of HSC recommendations that have been implemented is provided in the previous Chapter XIII.
XV. APPLICABLE REGULATIONS AND GUIDELINES

GUIDELINES FOR UNDERKEEL CLEARANCE IN SAN DIEGO BAY

These guidelines are for underkeel clearance during the normal weather conditions for San Diego Bay and its entrance channel. Generally, a maximum 34 foot still water draft provides an adequate safety margin for vessels entering and transiting the bay and mooring at berths with at least 35 feet charted depth. This guidance sets forth recommended limits for vessels whose draft may equal or exceed 34 feet due to vessel loading, trim, list, squat, and heave. Any adverse weather conditions or abnormal bottom changes will require a case by case re-evaluation.

Underkeel clearance is understood to mean the minimum calculated clearance between the deepest point on the vessel and the bottom after tide (plus or minus), trim, list, squat, and expected heave due to the existing sea swell condition are taken into account. The underkeel clearance margins set forth in this guide provide the safety factor necessary to account for unpredictable variations in the bottom, the height of tide, vessel squat, and response of the vessel to the sea conditions.

<table>
<thead>
<tr>
<th>Geographic Area of San Diego Bay</th>
<th>Underkeel Clearance Margin</th>
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<tbody>
<tr>
<td>a. Channel Entrance, between Buoy SD and Buys 9 &amp; 10</td>
<td>4 feet</td>
</tr>
<tr>
<td>b. Main Channel, between Buys 9 &amp; 10 and Buys 40 &amp; 41</td>
<td>2 feet</td>
</tr>
<tr>
<td>c. Outside of Main Channel and at any berth</td>
<td>1 foot</td>
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These guidelines are minimum standards. The pilot organization management, the vessel’s master/operator and the USCG should concur with any deviation below these standards.

NON-TANK VESSEL CONTINGENCY PLAN REGULATIONS

California’s Nontank Vessel Contingency Plan Regulations (14 CCR Sections 825.01 – 827.02) stipulate that all nontank vessels of 300 gross tons or greater shall not operate in the State’s marine waters (within 3 nautical miles of shore) unless the vessel owner or operator has a California approved oil spill contingency plan that provides response equipment, personnel, and procedures sufficient to respond to all spills up to the reasonable worst case spill.

These regulations can be found at the California Office of Spill Prevention and Response website, under the OSPR Regulations link: https://www.wildlife.ca.gov/OSPR/Legal.

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3 An estimate for squat can be calculated by using the formula:
Squat (in meters) = Cb x \((V^2 + 100)\) where \(Cb\) = vessel’s block coefficient, and \(V\) = vessel’s speed in Knot

4 NOTES: If the depth of the berth or anchorage for vessels to be moored, loaded or unloaded at a berth, or anchored when the published tidal depth within the next 24 hours (or the period prior to the vessel’s departure, whichever is longer) will be less than the vessel’s draft plus 1 foot, the vessel master, owners, operators, charterers, agents, and the pilot shall first notify the U.S. Coast Guard Captain of the Port San Diego, the San Diego Unified Port District Marine Operations Department, and the San Diego Bay Pilots Associations, Inc. The notification by the vessel master, owners, operators, charterers or agents shall include the vessel’s cargo operations plan for maintaining the recommended underkeel clearance at all times. A contingency plan should be outlined to take into account unexpected delays caused by mechanical failures of loading/unloading equipment or labor problems that may prevent a vessel from being unloaded and departing on schedule.
TUG ESCORT REGULATIONS FOR TANK VESSELS

The San Diego Harbor Safety Committee submitted recommendations to the California Office of Spill Prevention and Response for Tug Escort Regulations, which OSPR subsequently promulgated. A copy of the 2005 Amended Tug Escort Regulations (14 CCR Sections 852 - 852.6) is contained in the Appendix B. The most recent update of the Tug Escort regulations (14 CCR Sections 852 - 852.6) can be found online at the California Office of Spill Prevention and Response website at https://www.wildlife.ca.gov/OSPR/Legal under the regulations link.

California’s Tug Escort Regulations for San Diego Bay (14 CCR Sections 852 - 852.6) stipulate that escort tugs shall be available to influence the speed and direction of travel of a tank vessel in the event of a casualty, or a steering or propulsion failure, thereby reducing the possibility of a grounding or collision and the risk of an oil spill.
XVI. MISCELLANEOUS

This section addresses the following issues that can impact safe navigation in the region including, but not limited to: (1) vessel pilotage evaluation; (2) vessel ballast procedures or requirements; (3) limited visibility guidelines; and (4) other areas of concern for navigational safety – underwater pipelines.

PILOTAGE EVALUATION

Pilotage in San Diego Bay is regulated by the Board of Port Commissioners of the San Diego Unified Port District in accordance with the San Diego Unified Port District Act (California Harbors and Navigation Code, Appendix 1). The Board assumed regulation of the San Diego harbor pilots in January 1971. This action followed the elimination of the Board of Pilot Commissioners for the harbor of San Diego resulting from the Governor's action to reorganize the executive branch of the California State Government and in the Reorganization Plan of 1969.

It is not mandatory that foreign vessels, U.S. vessels in foreign trade, or U.S. government vessels take a pilot in San Diego Bay. However, vessels over 300 GT are required to get USCG Captain of the Port permission then notify both the San Diego Bay Pilots Association and the Port District’s Marine Operations Office before transiting without a Pilot. In practice, all of the deep draft vessels do have a Pilot aboard while transiting.

Rules and regulations adopted by the Board govern pilots and pilotage within San Diego Bay. The Board's regulations address: the authorization and certification of pilots; qualifications for pilots including license and physical examination requirement; pilot rules of conduct; insurance; and pilot accountability including various reports required of pilots. The charges (rates, fees), rules pertaining to pilotage, and conditions upon which pilotage is provided, including a description of vessels subject to pilotage, are contained in the Port's tariff.

The San Diego Pilotage Advisory Council is made up of representatives of the State, Coast Guard, Industry, the Port and the Pilots. This council meets to discuss pilotage issues then makes recommendations to the Port of San Diego for implementation. The Port’s Board determines, from time to time, the number of pilots required and by resolution designates the persons authorized to perform pilot services in an independent capacity and not as an officer, employee, agent, or independent contractor of the Port District.

Four "Authorized Pilots" for the Port of San Diego are organized as a single group and provide pilot services under the business name of San Diego Bay Pilots Association, Inc. A fifth relief "Authorized Pilot" is available if needed. The Port District does not specifically require that the pilots join together in association. The pilots maintain their own training program that includes training under the senior pilots prior to and following their designation by the Board.

The pilots administer their own work schedule through their Association and distribute the piloting tasks workload by a system of rotating periods of on-duty, stand-by, and off-duty/vacation shifts.

Compulsory Pilotage

The Coast Guard has indicated that it is engaged in the rule making process which is intended to mandate a federal licensed pilot be on board all vessels subject to pilotage when underway in any port in California. There is currently a Memorandum of Understanding under consideration between the State of California and the U.S. Coast Guard. The draft memorandum is contained in the archives.

The SD HSC has created the Pilotage Subcommittee (to examine all aspects of pilotage on San Diego Bay) and Education Subcommittee (to implement the educational recommendations), and has referred the appropriate recommendations to them.
Pilotage Subcommittee Actions

An analysis of commercial pilotage in San Diego Bay resulted in the several recommendations and implemented actions which are discussed in Chapter XIII. The full report with findings and adopted tables is archived at the San Diego Harbor safety Committee’s Secretariat’s office.

Vessel Ballast Procedures and Requirements

Ballast Water Regulations

California’s new Ballast Water Management regulation for vessels operating with the Pacific Coast Region, promulgated by the California State Lands Commission pursuant to Public Resources Code 71204.5 became effective March 22, 2006.

The new regulation establishes a Pacific Coast Region, defined essentially as coastal waters ranging from the Aleutian Islands to near the tip of Baja California. Vessels taking ballast from ports within this region and traveling on coastal voyages must perform a coastal exchange at a minimum distance of 50 miles out and 200 meters depth prior to discharge in California.

Vessels arriving from outside Exclusive Economic Zone (EEZ), and therefore outside of the Pacific Coast Region, are still required to perform a mid-ocean exchange (minimum 200 miles out and at a minimum of 2000 meters depth) prior to discharging into California waters.

This is in conformity with International Maritime Organization (IMO) guidelines for coastal ballast water management, although IMO exemptions for deviation and delay are not provided under the California regulation. Vessel owners and operators may petition State Lands for Alternative Compliance measures. There are no set criteria for alternative compliance; they will be reviewed on a case-by-case basis.

Additional details about California’s ballast water program and regulations can be found at the State Lands Commission Ballast Water Program website: [http://www.slc.ca.gov/Programs/MISP.html](http://www.slc.ca.gov/Programs/MISP.html)

Limited Visibility Guidelines

Currently, there are no requirements regarding navigation in reduced or restricted visibility beyond Rules of the Road. The Committee recognizes that there should be a greater standard of care for movement of vessels in poor visibility. The Committee feels that it is important to establish guidelines for navigation in limited visibility and intends to develop these guidelines. The HSC adopted the following guideline in FY 96-97 and submitted it to NOAA for inclusion in the next U.S. Coast Pilot 7. It is now included in the Coast Pilot 7 (40 Edition, Chapter 4, page 266, paragraph 47).

“No vessel over 1600 designed displacement tons should transit the Coronado Bay Bridge in low visibility if the bridge is not held visually within stopping distance. Tank ships or barges carrying petroleum products, explosives, or hazardous materials should not commence a movement in the approaches to or in outer or inner San Diego Harbor, with a visibility of less than .5 nautical miles (1,000 yards).”

Other Navigational Safety Concerns: Underwater Oil Pipelines

Three major pipelines move fuel around and under San Diego Bay. A jet fuel pipeline carries jet fuel from Pt. Loma to Naval Air Station North Island. This pipeline runs underneath the mouth of San Diego Bay and is noted on the NOAA nautical chart as location 32/42/04.46N., 117/13/49.44. The second pipeline, which is not yet noted on the NOAA nautical chart, carries jet fuel from Pt. Loma to the Marine Corps Air Station Miramar.
Appendix A

2019 Harbor Safety Committee Membership List

Committee Chair
Capt. Ann Kinner
Seabreeze Books & Charts
1254 Scott St.
San Diego, CA 92106
Business: (619) 223-8989
Email: nav2bridge@sbcglobal.net

Committee Vice - Chair
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Committee Secretariat
Evan Warren
Wharfinger
Port of San Diego
Phone: (619) 400-4744
Email: ewarren@portofsandiego.org

Alternate contact:
Russell Keltner
Wharfinger
Port of San Diego
Phone: (619) 686-6345
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<table>
<thead>
<tr>
<th>REPRESENTING</th>
<th>REPRESENTATIVE</th>
<th>TERM EXP.</th>
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<tr>
<td><strong>Pilots Organization</strong></td>
<td><strong>1° Capt. Lyle Donovan</strong></td>
<td>03/28/21</td>
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<tr>
<td></td>
<td>San Diego Bay Pilots Association</td>
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<tr>
<td></td>
<td>626 Switzer Street</td>
<td></td>
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<tr>
<td></td>
<td>San Diego, CA 92101</td>
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<tr>
<td></td>
<td>Phone: (619) 957-0903</td>
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<tr>
<td></td>
<td>Email: <a href="mailto:sdpilot05@gmail.com">sdpilot05@gmail.com</a></td>
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<td><strong>2°</strong></td>
<td></td>
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<tr>
<td><strong>Pleasure Boats</strong></td>
<td><strong>1° Capt. Debra Marks</strong></td>
<td>03/29/20</td>
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<tr>
<td></td>
<td>P.O. Box 6625</td>
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<td></td>
<td>San Diego, CA 92166</td>
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<td></td>
<td>Phone: (619) 222-4188</td>
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<td></td>
<td>Email: <a href="mailto:captmarks@aol.com">captmarks@aol.com</a></td>
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<td><strong>2° Michael Poltorak</strong></td>
<td>01/28/23</td>
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<td></td>
<td>Phone:</td>
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<td></td>
<td>Email: <a href="mailto:poltorakmi@cox.net">poltorakmi@cox.net</a></td>
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<tr>
<td><strong>Environmental Organization</strong></td>
<td><strong>1° Mr. Jim Peugh</strong></td>
<td>03/28/21</td>
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<tr>
<td><strong>Member</strong></td>
<td>Audubon Society</td>
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<td>2776 Nipoma St.</td>
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<td>San Diego, CA 92106-1112</td>
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<td>Phone: (619) 224-4591</td>
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<td>Email: <a href="mailto:peugh@cox.net">peugh@cox.net</a></td>
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<td><strong>2° Wayne Kotow</strong></td>
<td>05/30/21</td>
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<td></td>
<td>Coastal Conservation Association California</td>
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<td></td>
<td>Email: <a href="mailto:wkotow@ccacalifornia.org">wkotow@ccacalifornia.org</a></td>
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<tr>
<td>Marina Manager</td>
<td>Andrew Kurtz</td>
<td>1º Seaforth Boat Rental</td>
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<td>Joseph Davis</td>
<td>2º</td>
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<tr>
<td>Tug/Barge Operators</td>
<td>Capt. Stephen Frailey</td>
<td>1º Pacific Tug Boat Service</td>
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<td>Vacant</td>
<td>2º</td>
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<td>Labor Organization</td>
<td>Vacant</td>
<td>1º</td>
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<td></td>
<td>Vacant</td>
<td>2º</td>
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<tr>
<td>San Diego Unified Port District</td>
<td>Mr. Brion Bargo</td>
<td>1º San Diego Unified Port District</td>
</tr>
<tr>
<td>Name</td>
<td>Position</td>
<td>Address</td>
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</tr>
<tr>
<td>Jonathan Bishop</td>
<td>1º</td>
<td>725 Front Street, Suite 300</td>
</tr>
<tr>
<td>Capt. Josh Gaylord</td>
<td>1º</td>
<td>1050 N. Harbor Drive</td>
</tr>
<tr>
<td>Capt. Ernesto Coleman</td>
<td>2º</td>
<td></td>
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<tr>
<td>Captain Ann Kinner</td>
<td>1º</td>
<td>Seabreeze Books &amp; Charts</td>
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<tr>
<td>David Haworth</td>
<td>2º</td>
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<tr>
<td>Philip E. Weiss, Esquire</td>
<td>1º</td>
<td>Brodsky, Micklow, Bull &amp; Weiss, LLP</td>
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<tr>
<td>Position</td>
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<tr>
<td>Tug Escort/Ship Assist Operators</td>
<td>Capt. Ryan B. Stirewalt</td>
<td>Crowley Marine Services</td>
</tr>
<tr>
<td>Ships Agent</td>
<td>Captain Ilias Katsanis</td>
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<td></td>
<td>Mark Drewelow</td>
<td>C2C Vessel Agent</td>
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<tr>
<td>Tank Barge Operators</td>
<td>Harvey Vallier</td>
<td>The Jankovich Company</td>
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<tr>
<td>LIAISONS</td>
<td>LCDR Ron Caputo</td>
<td>US Coast Guard, Sector San Diego</td>
</tr>
<tr>
<td></td>
<td>LTJG Briana Biagas</td>
<td>US Coast Guard, Sector San Diego</td>
</tr>
</tbody>
</table>
| United States Navy | 1<sup>o</sup> | Jeffrey M. Beaty, Region Program Director (N31), NRSW Port Operations  
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Appendix B

2005 Amended Tug Escort Regulations
852. Purpose and Scope.

The regulations in this subchapter set forth tank vessel escort requirements for the San Diego Harbor. Escort tugs shall be available to influence the speed and direction of travel of a tank vessel in the event of a casualty, or a steering or propulsion failure, thereby reducing the possibility of a grounding or collision and the risk of an oil spill.

The Administrator shall periodically review the tug/tank vessel matching criteria and other requirements of this subchapter within two years of the effective date of this subchapter. The review will include a survey of the tank vessel-related incidents in U.S. waters to determine the type of failures that have occurred, an assessment of tug technology and any advances made in design and power, and the escort tug-related rules and policies that are implemented by other coastal states and maritime organizations. At the conclusion of the review, the Administrator will determine whether it is necessary to modify the tug/tank vessel match criteria or any other requirements of this subchapter.

Authority: Sections 8670.17.2 and 8670.23.1, Government Code.

Reference: Section 8670.17.2 and 8670.23.1, Government Code.

852.1. Definitions.

Definitions governing the construction of this subchapter can be found in Government Code Section 8670.3, and in Chapter 1, Section 790 of this Subdivision. Authority: Sections 8670.17.2 and 8670.23.1, Government Code. Reference: Sections 8670.3, 8670.17.2 and 8670.23.1, Government Code.
852.2. Minimum Requirements for Escort Tugs.

(a) Only tugs meeting the requirements set forth in this subchapter shall be allowed to provide escort services.

(b) The owner/operator of any tug offering escort services to tank vessels shall submit the tug to bollard pull testing before providing escort services. See Section 852.3 of this subchapter for testing requirements.

(c) A tug must demonstrate a minimum ahead bollard pull of 10 tons to qualify for escort service.

(d) In order to escort tankers over 20,000 deadweight tons, a tug must demonstrate a minimum ahead bollard pull of 18 tons.

(e) The tug(s) assigned to a tank vessel shall be capable of providing a combined total ahead bollard pull of no less than 2 pounds of thrust per deadweight ton of assigned tank vessel.

(f) An escort tug’s primary assist lines must have a specified breaking strength not less than 1.5 times the tug’s maximum bollard pull.

(g) For any transit between Ballast Point and sea that requires an escort tug(s), a tank vessel shall have at least one escort tug which is adequately equipped to perform in open ocean conditions.

(h) Escort tugs must have the capability to communicate with the tank vessel by primary and secondary VHF-FM radios.

(i) Escort tugs shall be fendered as appropriate to absorb the impact of normal skin-to-skin operations, protecting both the tank vessel and the escort tug from metal to metal contact. To the extent possible, the fendering shall have a surface which minimizes sliding when the escort tug is working at an angle to the tank vessel.

(j) Any tugs working beyond the Line of Demarcation must have crews that are certified in accordance with the International Convention of Standards of Training, Certification, and Watchkeeping for Seafarers 95 (STCW).

852.3. Testing Requirements for Escort Tugs.

(a) All testing shall be conducted under the supervision of the American Bureau of Shipping (ABS) standards and practices, or other classification society recognized by the International Association of Classification Societies (IACS) at the expense of each owner/operator. Alternatively, a building certificate of bollard pull for the class will be accepted.

(b) A copy of the test certificate and tug specifications are to be provided by the tug owner/operator, in writing, to the United States Coast Guard Captain of the Port and the San Diego Harbor Safety Committee before providing escort services.
(1) Tug specifications shall include, but are not limited to, the following: (A) tug name;
(B) tug owner/operator; (C) tug length;
(D) for tractor tugs, bollard pull ahead;
(E) for conventional tugs, bollard pull ahead and astern; (F) type and configuration of the
propulsion system;
(G) type and configuration of the steering system;
(H) type and configuration of ocean towing equipment.

852.5. Minimum Escort Tug Requirements for Barges.

Only those barges designed or modified to carry 5,000 long tons or more of oil or petroleum products as cargo, and which are laden with 5% or more of the vessel's deadweight tonnage in oil or petroleum products, shall be required to engage escort tug(s) in accordance with this subchapter.

(a) Each barge shall engage escort services as follows:

(1) for inbound transits prior to passing between buoys 5 and 6, escort tug(s) shall remain with the barge until it is properly berthed or anchored;

(2) for outbound transits from the berth or anchorage, escort tug(s) shall remain with the barge until either safely at sea or after passing between buoys 5 and 6;

(3) while shifting from one location to another within the harbor.

(b) Before commencing an escorted transit, the pilot or master of the dedicated tug of a barge shall initiate communications with the escort tug. During this pre-escort communication, all parties shall plan and discuss the details of the escorted transit including, but not limited to, the following:

(1) the intended route;

(2) the intended destination; (3) the speed of the barge;

(4) the positioning of the tug(s) relative to the barge being escorted;

(5) the manner in which an emergency connection would be made between the tug(s) and barge;
(6) radio communications, including primary and secondary frequencies; and

(7) anticipated weather, tidal, and sea conditions.

c) Barges shall have a minimum of one escort tug in addition to their dedicated tug. (d) Exemption:

Where an emergency or extraordinary circumstances exist to threaten public safety, the environment, and/or the vessel, its crew or cargo, the pilot or master of the dedicated tug of a barge is authorized to override this section consistent with provisions of the Inland Navigational Rules Act (33 USC 2001 et seq.) for same or similar circumstances. The pilot or master shall report any such event to the United States Coast Guard Captain of the Port. For purposes of this section, an emergency or extraordinary circumstances shall include, but not be limited to, any of the following:

(1) imminent and immediate danger to the vessel, its cargo or its crew;

(2) imminent and immediate danger to a marine terminal, service or escort tug;

(3) imminent and immediate danger to a vessel in the proximity of the escorted vessel;

or

(4) any emergency declared by the U.S. Coast Guard Captain of the Port.

Authority: Sections 8670.17.2 and 8670.23.1, Government Code
Reference: Section 8670.17.2 and 8670.23.1, Government Code

852.6. Remedies.

Authority: Sections 8670.17.2 and 8670.23.1, Government Code

Appendix C

Boater Education Materials:

(1) Rule 9 Poster

(2) Guide to Safe Boating in San Diego Bay
RULE 9 APPLIES IN SAN DIEGO BAY CHANNEL

IN SAN DIEGO BAY, THIS VESSEL HAS THE RIGHT OF WAY

• THE MAIN CHANNEL IN SAN DIEGO BAY IS A NARROW CHANNEL AND CERTAIN RESTRICTIONS APPLY.

VIOLATORS WILL BE PROSECUTED!

FOR MORE INFO ON RULE 9, CALL 683-6495
San Diego Bay

Using Your Marine Radio

Every vessel in San Diego has a channel they are permitted to use by law. All recreational boaters must use the proper radio channel for routine and emergency communications. The prudent mariner uses the proper marine radio channel for their type of craft and its activity. By using the correct radio channel all boaters help ensure the safety of their passengers, their vessels and the Bay.

There are a number of VHF channels used by both ships and commercial interests associated with the Port of San Diego. These are as follows:

- Channel 16 - International Distant & Distress
- Channel 12 - Commercial Vessel to Vessel
- Marine Radio Channels: 25 and 88
- Working Channels: 61, 62, 63, 64, 65, 69, 70, 71, 72, & 78

If your VHF radio is out of service, the following emergency telephone numbers may be helpful:

- San Diego Harbor Police: 619-278-7716
- San Diego Harbor Police: 619-688-6570
- All calls must be reported to the following:
  - National Response Center and Territorial Waters 800-424-MMP
  - California State Water Office: 800-952-7250
  - For Oil and Hazardous Waste Cleanups: 800-CLEANUP
    - To report violations: 815-688-6354

How to Properly Use Your Marine Radio

- Set your volume to the low power setting.
- Speak clearly and slowly.
- Keep all communications brief.
- Monitor Channel 16 while using.
- Switch to a common working channel in distress. When you have completed your conversation, switch back to Channel 16.
- Do not use Channel 16 for a radio check.
- Use Channel 9.

Emergency Radio Call Procedure

1. Ensure radio is turned on.
2. Select Channel 16 and switch to high power.
3. Press the transmit button and clearly say:
4. MAYDAY, MAYDAY, MAYDAY: THIS IS
5. MY POSITION IS (GIVE YOUR CURRENT POSITION OR LOCATION AND DESCRIBE THE
   EMERGENCY); THERE ARE ___ PERSONS ON BOARD.

Warning: sending a false distress call is a violation of Federal law [44 USC 880a] and is punishable by fine and/or imprisonment.

Wear a Life Jacket!

This map is not for navigational use. Keep an up-to-date navigation chart on board.

http://www.sandiego.gov/blueprint/
Sharing San Diego Bay

Thousands of recreational boaters, large ships, tugboats, ferries, and other commercial vessels share the waters of San Diego Bay. This can be a challenge to all vessels using this extensive facility.

Public awareness of the rules that commercial vessels operate under in our waters can help provide recreational boaters with the best protection against navigational dangers within a port and near other vessels.

This pamphlet is only a supplement to other navigational charts and aids. Officers of the U.S. Coast Guard Auxiliarists at 1-800-989-SAIL (7245), the U.S. Power Squadrons at 1-800-SEAPLUMB, or the Handbook of Boating Safety at 1-800-358-5617 can provide more information.

Dangers Inside a Commercial Port

Deep Draft Vessels and Coast Guard Rule 9

- Avoid ship channels. (Rule 9) means that in a barrier channel, do not go in the right of way over a small boat. That includes small boats.
- Stay far to the side, at least one span away, from a ship approaching.
- Avoid large ships and keep a wide berth if they are dangerous. Don’t put your life at risk by thinking a ship can get out of your way.
- Visual speed can be deceptive. Be safe, take precautions.

Tagboat Dangers:
- When tugboats are towing or pushing barges, the danger of “wheel wash” can occur in a vessel. Wheel wash is a wave that causes the loss of control of the vessel. If the wave is suddenly lost, the vessel can capsize. Under no circumstances ever pass between a tug and its tow.
- A tugboat without barges in front can be towing a barge or other object to a long submerged line that’s difficult to see. Never pass closely behind a tugboat and watch for barges or towed objects. Barges are not self-propelled.

Visibility Dangers:
- A ship’s “blind spot” can reach hundreds of feet in front of a vessel (Rule 12). Do not use the visual channels or blind spots to have your vessel cross on the blind side of another vessel.

Large Ship Dangers:
- Commercial vessels, including tugboats, tugboats and ferries operate 24 hours a day, 7 days a week. The speed of a ship, tugboat, or large ship can be deceptive. A ship may be miles away in one minute...and ships move faster. It is generally taken up to a mile or a half for these vessels to stop.

Nautical & Cruise Ship Protection Zone:
- Do not approach any 100 yards of any U.S. Naval vessel. If you want to pass within 500 yards of any U.S. Naval vessel, you must contact the U.S. Coast Guard escort vessel on Channel 16.
- You must operate at minimum speed within 500 yards of any U.S. Naval vessel and proceed as directed by the Commanding Officer or the officer in charge of the vessel.

Naval & Cruise Ship Protection Zone:
- Violations of the Naval & Cruise Ship Protection Zone are an offense, punishable by up to 6 months in prison and/or up to $250,000 in fines.

Weather - Listen to the NOAA Weather Radio broadcast. If the weather forecast is bad, don’t go out.

Keep Your Boat Safe:
- Have safety equipment for your boat type and size.
- Lifeguards for everyone on board. They must be U.S. Coast Guard approved and properly fitted.
- Wear a VHF, NOAA-certified and approved lifejacket.
- A “no wake” area identified.
- If you are not a competent boat operator, please take the time to be trained and certified.

Always remember: Alcohol and boating are deadly mix!
Appendix D

Unified Port of San Diego:

Vessel Port Calls 2011-2019
Appendix D: Total Ship Calls by Vessel Type, Fiscal Year 2011-2019
Appendix E

Unified Port of San Diego:

Port Cargo Tonnages by Type of Cargo 2014-2019
Appendix F

Naval Ship Moves 2012-2019
Naval Ship Moves in San Diego Bay in Fiscal Year 2012-2019

Source: U.S. Navy, 2020
FY = Fiscal Year (October through September)
Ship Moves = Homeported METRO Ships
Visiting Ships = Non-Homeported or Foreign Ships
Appendix G

Barrels Received/Issued at Navy Fuel Depot in San Diego Bay 2012-2019

Naval Ship Moves in San Diego Bay 2012 – 2019
Appendix G: Barrels Received/Issued at Navy Fuel Depot in San Diego Bay
FY 2012-2019

Source: US Navy 2020
FY = Fiscal Year (September thru October)
AO = designation of grey hulled tankers
Tankers = commercial tankers delivering product at the Navy facilities
JP 85LLs Received/Issued = Jet propulsion fuel in barrels, received and issued
DFM 85LLs Received/Issued = Diesel fuel marine in barrels, received and issued
Appendix H

San Diego Allisions, Collisions and Groundings 2010-2019
Source: USCG Sector San Diego, Investigations Division, 2020

CY = Calendar Year

Appendix H: San Diego Allisions, Collisions and Groundings
Appendix I

USCG Oil and Hazardous Substance Spills, by Incidents and Volume, for San Diego Bay 2015-2019
Appendix I: USCG Oil and Hazardous Substance Spill for San Diego Bay,

CY 2015 - 2019
Appendix J

San Diego Harbor Safety Committee Bylaws
SAN DIEGO HARBOR SAFETY COMMITTEE
BYLAWS

Article I: Name

Section 1. The San Diego Harbor Safety Committee (hereinafter referred to as the Committee).

Article II: Purpose

Section 1. The Committee is established pursuant to Section 8670.23 of the Government Code and Title 14, California Code of Regulations, Sections 800-802; and is responsible for planning for the safe navigation and operation of tankers, barges and other vessels within the harbor. The Committee shall prepare a Harbor Safety Plan encompassing all vessel traffic within the harbor.

Article III: Membership

Section 1. Members; Qualifications; Chairperson; Expenses

(a) The Committee shall consist of members appointed by the Administrator of the Department of Oil Spill Prevention and Response (hereinafter referred to as the Administrator). Membership requirements are established by Section 8670.23 of the Government Code.
(b) Any member completing a three-year term may apply to succeed himself.
(c) The Chairperson of the Committee is appointed by the Administrator from the membership specified in Section 8670.23 of the Government Code.
(d) Each member of the Committee shall be reimbursed for actual and necessary expenses incurred in the performance of Committee duties.
(e) The Committee may petition the Administrator to designate up to five additional At-large membership categories that may be needed to conduct the Committee’s business and to reflect the makeup of the local maritime community. The Committee may also petition the Administrator for the removal of any At-large membership category. The approval of such petitions shall be at the sole discretion of the Administrator. At-Large members shall include an excursion boat operator and a commercial fishing boat operator who shall have navigational expertise as defined in Section 8670.23 of the Government Code. The petition shall specify the requirements of the At-Large member position.
(f) A member’s appointment shall be terminated as a result of any of the following circumstances:
   (1) The member voluntarily resigns for any reason.
   (2) The member is removed by the Administrator for cause including:
       (i) Failure to meet attendance standards.
       (ii) Falsifying application materials.
(g) 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. All applicants should be considered.
   (1.) The alternate shall be selected from the same membership category as the primary member and shall meet the same qualifications.
   (2.) The alternate may vote only in the absence of the primary member of that category.
   (3.) The alternate may continue to serve after the resignation or removal of the primary member until a new primary member is appointed and sworn. Alternate member may apply for primary member position.

Harbor Safety Committee members appointed pursuant to Section 8670.23, while performing their duties, shall be entitled to the same rights and immunities granted public employees. Those rights and immunities attach as of the date of appointment of the member to the Harbor Safety Committee.
Section 2. Attendance

(a) A representative from each category named in Section 1. (a) and (e) is expected to attend each regularly scheduled meeting of the San Diego Harbor Safety Committee.

(b) In accordance with Section 1. (f) (2) (i), Failure to meet attendance standards, is grounds for a member's appointment to be terminated as follows:
   (1.) The primary member to miss 75% of meetings in a calendar year.
   (2.) The category, primary and alternate, to miss 50% of meetings in a calendar year.
      i. Primary member will make every effort to have alternate attend meetings in his/her absence. If neither can attend a meeting, notification of absence shall be made by the primary or alternate to the Chairperson or Secretariat.
      ii. Non-attendance by both primary and alternate to over 50% of meetings, with notice, will be addressed by the Chairperson, and action will be taken, as Chairperson deems necessary.

(c) In all other circumstances regarding attendance, the Chairperson shall take action, as he/she deems necessary, and announce to the next full Committee meeting the action taken.

Article IV: Officers

Section 1. San Diego Harbor Safety Committee

(a) Chairperson appointed by the Administrator from the membership specified in Article III.

(b) Vice-chairperson appointed by the Administrator from the membership specified in Article III (only primary and at-large primary), and a different category than that of the Chairperson.

(c) Executive Secretary (Secretariat) contracted by the Administrator to serve as administrative staff to the Committee.

Article V: Meetings

Section 1. Meetings shall be duly noticed to members and alternates of the Committee and subcommittees and open to the public.

(a) The Committee shall meet at least once per quarter at a location and time as designated by the Chairperson.

(b) Meetings shall be conducted in accordance with Roberts Rules of Order, the Ralph M. Brown Act (Open Meetings for Local Legislative Bodies) and these bylaws.

(c) A quorum consisting of a simple majority of voting members excluding federal agencies must be present in order that business can be legally transacted. Should a quorum not be present the Committee can proceed as a Committee of the whole, but cannot take action on any item.

(d) The Committee may take action on an item not appearing on the agenda by determining that an immediate need exists and it came to the attention of the Committee after the agenda was distributed. This determination must be approved by a two-thirds (2/3rd) vote of all appointed Committee members or, if less than two-thirds (2/3rd) of all appointed members are in attendance, by a unanimous vote of those appointed members present.

(e) An agenda shall be drafted by the Secretariat as directed by the Chairperson for each meeting and distributed to members, alternates and interested parties at least seven (7) days prior to the scheduled meeting. In accordance with the Brown Act, agendas for full Committee meetings shall be posted 72 hours in advance at the Secretariat’s office and at the meeting location. Postings shall be visible from the outside of buildings.

(f) Meeting minutes shall be taken by the Secretariat and published within ten days to all members, alternates and interested parties to permit any required action to be set in motion in a timely manner.
Article VI: Voting

Section 1.

(a) Passage of any item subject to vote by Committee members shall require a simple majority of appointed members or their alternates present at the meeting.
(b) Members shall recuse themselves from voting in case of potential conflict of interest.

Article VII: Subcommittees and Work Groups

Section 1. Establishment

(a) The Committee may establish subcommittees and work groups as necessary. Subcommittee meetings shall be duly noticed and open to the public.
(b) A subcommittee shall be composed of a chairperson appointed by the Chairperson of the San Diego Harbor Safety Committee and other members and alternates as appointed by the Subcommittee Chairperson to assist in forming recommendations for approval of the full Harbor Safety Committee.
(c) A subcommittee in toto may or may not be called into session at any one time, but may also serve as a pool from which to form working groups.
(d) Subcommittee and working group members shall have expertise contributing to the named purpose of the subcommittee and to the legitimate presentation of completed staff work for approval by the full Harbor Safety Committee.
(e) Members of subcommittees or working groups may be selected from the membership of the Harbor Safety Committee.

Article VIII: Submissions from Committee

Section 1. Harbor Safety Plan

(a) The Committee shall prepare and submit the San Diego Harbor Safety Plan and annual updates to the Administrator by July 1 of each year or as directed otherwise by the Administrator.
(b) The Committee shall make recommendations or requests to the Administrator as necessary regarding harbor safety, and may make recommendations or requests to other governmental agencies.

Article IX: Bylaws Review, Acceptance and Amendments

Section 1. Enactment of Bylaws

(a) Must be included as an agenda item in a regular meeting of the San Diego Harbor Safety Committee.
(b) Must be noticed in accordance with Article V: Meetings of these bylaws.
(c) Must be approved by a majority of San Diego Harbor Safety Committee voting members in attendance.
(d) Shall become effective upon Committee approval, and shall continue in force until amended or repealed.

Section 2. Amendment of Bylaws

The bylaws may be amended, repealed or re-enacted in whole or in part by a majority approval by the voting members of the Committee.
Section 3. Bylaw Provision Disclaimer

Should any provision of the bylaws be, or become, invalid, unenforceable, void, or prohibited by law or otherwise, the remaining provisions shall remain in full force and effect.
Appendix K

List of Archive Items
ARCHIVES

Archived Items may be accessed by contacting the Harbor Safety Committee Liaison for the Department of Fish & Game Office of Spill Prevention & Response James Foto at 4949 Viewridge Ave. San Diego, CA 92123.

Archive Item:

1. Tug Escort Regulations
2. Ballast Water Regulations
3. Non-Tanker Regulations
4. Oil Pollution Act of 1990
5. 1993 OSPR Compliance Review
7. History of Previous Harbor Safety Committee Recommendations
8. 1993 Letter to California Dept. of Transportation regarding proposals to replace or repair the communication control system on the Coronado Bridge and other HSC recommendations regarding aids to navigation.
9. MOU State Lands and Fire Marshall
10. Draft MOU 1996 the State and C.G. regarding Pilotage
Appendix L

San Diego Harbor Safety Plan Annual Review Dates
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Appendix M

Maritime Information
Federal, State and Local Agency Websites
Links to California Maritime Information Websites

General San Diego Maritime Information Links

- Eleventh Coast Guard District: https://www.pacificarea.uscg.mil/Our-Organization/District-11/
- U.S. Coast Guard Local Notice to Mariners, District 11: https://www.dco.uscg.mil/Featured-Content/Mariners/Local-Notice-to-Mariners-LNMs/District-11/
- NOAA Nautical Charts: https://nauticalcharts.noaa.gov/
- San Diego Unified Port District: https://www.portofsandiego.org/
  - Recreational Boating Information: https://www.portofsandiego.org/coming-and-going/boating-san-diego-bay

Government Agencies

- California Boating and Waterways: http://www.dbw.ca.gov/
- California Office of Spill Prevention and Response: https://www.wildlife.ca.gov/OSPR
- California Department of Fish and Game: https://www.wildlife.ca.gov/
- California State Lands Commission: https://www.slc.ca.gov/
  - Ballast Water Program: https://www.slc.ca.gov/Programs/MISP.html
  - Regulations: https://www.slc.ca.gov/Laws-Regs/Laws-Regs.html
- California Coastal Commission: https://www.coastal.ca.gov/
- U.S. Coast Guard Home Port – San Diego: https://homeport.uscg.mil/port-directory/san-diego
- Customs and Border Protection: https://www.cbp.gov/contact/ports/field-office/san-diego
WATERWAY ANALYSIS AND MANAGEMENT SYSTEM (WAMS) REPORT

SAN DIEGO BAY - FEDERAL CHANNEL
(Waterway 83771; WAMS D11 ID # 10)

PREPARED: June 2015 by:
USCG SECTOR SAN DIEGO
WATERWAYS MANAGEMENT DIVISION

Written by: _______________
LCDR John Bannon

Reviewed by: _______________
LCDR Kris Szczechowicz

Reviewed by: _______________
D11 (dpw-WAMS); LTJG Colleen Patton

Approved by: _______________
D11 (dpw); Mr. Mike VanHouten

next due: 2020
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I. EXECUTIVE SUMMARY

1. The last San Diego Bay Federal Channel WAMS study was done in 2007. The 2014 WAMS study covers changes and data review from 2007 to 2014. The study began July 2013 and completed May 2015. The study was due in 2012 (five year review period) and is three years behind. The long research period and delay of the report is not a factor in any navigation hazards or degradation to the waterway, but due to unit staffing changes and priority of projects. The next report will be due 2020.

2. Upon a waterway review, the Aids (45+ key aids) supporting the San Diego Bay Federal Channel are deemed adequate, appropriate and sufficient. There are no pressing concerns nor any marine casualties attributed to the Aids. Recommendations are listed on Page 19. Rule Nine remains the top Navigation concern for the channel, followed by Naval Vessel Protection Zone infractions. Information from this report was shared with the San Diego Harbor Safety Committee in May 2015. Furthermore, San Diego Bay does not utilize a Vessel Traffic Service or Marine Traffic Center. Naval Port Operations and Coast Guard/Harbor Police jointly monitor traffic. Transit time for deep drafts from beginning to end of channel is about 1.5 to 2.5 hours.

3. Federal channel is 12 miles long and includes 12+ commercial mid/large size mooring areas, three commercial terminals, and two main anchorage areas for deep draft vessels. The Channel includes four main areas: Approach Channel (miles 0 to 2); Entrance Channel (miles 2 to 4); North San Diego Bay (miles 4 to 8; above Coronado Bridge); South San Diego Bay (miles 8 to 12; below Coronado Bridge).

4. For criticality determination, The San Diego Bay Federal Channel is determined to be:

   a. **Military Critical.** The U.S. Navy Third Fleet resides in San Diego Bay. The Naval Fleet includes nuclear and conventional submarines, nuclear carriers, and a variety of (20+) carriers, destroyers and other combat ships. There are thousands of Naval and Coast Guard transits in or out of the Bay annually.

   The San Diego Bay Federal Channel is determined **not** to be:

   b. **Navigation Critical.** Channel use includes a variety of military and commercial vessels. Despite the traffic, it is not considered Navigation Critical (see Enclosure (2)) as scored in two separate evaluation systems. The complexity of traffic, review of the depth/width of the channel, weather and commerce were all factored. During calculations, the added total of the points was **111**, four below the minimum to designate as navigationally critical. But it is very close and borderline Navigation Critical; very much worth monitoring.

   c. **Environmentally Critical.** A change from the 2007 WAMS study. Upon closer examination of hazardous cargo (Soda Ash, Potash, Bauxite; and not reflecting deep draft fuel tanks) transiting the Federal channel, San Diego Bay is relatively free of Hazmat shipments, unlike other D11 major ports. A score of 25 was given the waterway. A score of 35 or higher is determined to be Environmentally Critical. Environmental damage relating to oil spills would be significant on local economy and protected areas/environmental sensitive areas, but not critical.
II. INFORMATION COLLECTION

A. NARRATIVE DESCRIPTION

(1) 2007 San Diego Federal Channel WAMS report, summary:

(a) The last WAMS report was submitted in 2007. It captured data from 2004-2006. Casualty data from Port of San Diego provided information on Marine Casualties in San Diego. Majority of the accidents were in 2006 (41%), followed by 2005 (27%) and finally 2004 (32%). Out of the five categories of casualties capsizing was (07%), personal injury at (07%), flooding and sinking (07%), Collision (59%), and collision with injury at (20%). The information given did not give specific vessel statistics or locations (i.e. in or outside the channel?).

(b) The previous report did not include any recommended changes except for the comment stating “It is recommended that the Zuñiga Jetty be further reviewed for the upcoming San Diego Bay WAMS Report.” Many items of concern for the waterways outside the federal channel will be addressed in the San Diego Bay WAMS Study (2015).

(c) The waterway in 2007 was determined to be military and environmentally critical, but not navigation critical. Our 2015 report concurs with the 2007 report, with the exception that we recommend changing the environmentally critical determination to non-critical.

(2) CHARTS. All charts for San Diego Bay Federal Channel were found to be geographically correct.

(a) The smallest scale chart is the San Diego Bay is NOAA chart #18773, SAN DIEGO BAY, 43rd edition. It has a scale of 1:12,000 and was last updated by the Defense Mapping Agency or NOAA May 2012.

(b) The next largest scale chart is the San Diego Bay is NOAA chart #18772, APPROACHES TO SAN DIEGO BAY, 48th edition. It has a scale of 1:20,000 and was last updated by the Defense Mapping Agency December 2005.

(c) San Diego Bay also appears on NOAA chart #18765, APPROACHES TO SAN DIEGO AND MISSION BAY, 17th edition. This chart has a scale of 1:100,000 and was last updated by the Defense Mapping Agency November 2010.

(d) San Diego Bay also appears on NOAA chart #18740, SAN DIEGO TO SANTA ROSA ISLAND, 44th edition. This chart has a scale of 1:234,270 and was last updated by the Defense Mapping Agency July 2013.
(3) GEOGRAPHIC FEATURES:

(a) Channel Overview: San Diego Bay Federal Channel is the only entrance into San Diego Bay. San Diego Bay is a natural harbor. However, the Bay does require routine dredging by the Army Corp of Engineers (ACE). The bay is 14 miles long, and the federal channel is 12 miles long. Point Loma on the west side of the entrance to San Diego Bay is a ridged peninsula with a max height of 400 feet. Thick kelp beds extend from the west open ocean side to more than 1.5 miles around to the south to Ballast Point on the east side. Along the channel, good visual and radar returns exist, even with the fog and thick marine layer clouds. The Channel is also well marked with aids to show the dredged limits for deep draft vessels, which is well centered until reaching the Coronado Bridge. In clear weather the skyline of the city of San Diego is very prominent upon approach. Other shoreside prominent visual markers exist. At night, there is prominent back scatter city lights.

(b) The Approach Channel begins with the Sea Buoy, a Safe Water Mark. Point Loma Light at the southern tip is 88 feet above the water. As you enter the Entrance Channel from the Approach Channel, the federal channel Range Light becomes visible.

(c) The Entrance Channel to San Diego Bay is between Point Loma to the west and Zuniga Jetty to the east. The Entrance Channel was dredged to a width of 800 feet to mile 2.4, narrowing to 600 feet at mile 3.0 and continuing at that width to the Carrier Turning Basin adjacent to the north side of Coronado. Point Loma is marked by a single light house at the seaward end, and Zuniga Jetty has a north and south extension. Through this congested narrowing which includes Naval fuel and ammo piers, submarine base, bait barges and high concentration of recreational sailing and all size power craft, is a well needed gated pair to mark the limits of the protected Channel. In addition, Naval, Coast Guard, Customs and Border Patrol, and Harbor Police LE boats have a strong presence in the area. The Zuniga jetty has a light and fog signal at the seaward end, helping small to medium sized vessels find the Channel from the East. A total of five lights run the submerged jetty to the end of the northern extension. Inside the entrance are lit gated buoys and a front and rear range guiding transit of the San Diego Bay Approach Channel. Ballast Point, low and sandy, projects 0.4 mile northeast from the east side of Point Loma, 1.3 miles north from Point Loma Light. Ballast Point Light, 16 feet above the water, is shown from a dolphin with a green and white diamond-shaped day mark off the end of the point; the light has a sound signal. Three piers of the Naval Submarine Base are just north of Ballast Point.

(d) The North Bay Channel includes off of Shelter and Harbor Island, and Coronado. The Carrier turning basin is dredged to 42 feet. Much of the Small Passenger Vessels (T-boats) transit to and from this portion of the channel/waterway.

(e) The Central Bay Channel has a depth of 40 feet between mile 7.1 and 8.84. The Central Bay includes the cruise ship terminals (2 piers) and main Embarcadero, including Small Passenger Vessels (K-boats) (Flagship and Hornblower) and the
San Diego Maritime Museum. The Central and South Bay are separated by the only bridge, the Coronado Bridge. Central Bay also has the Tenth Avenue Marine Terminal, available for container cargo and bulk/break bulk, as well if needed, car (RO-RO) use.

(f) The South Bay Channel is authorized to a depth of 35 feet between miles 8.84 and just past mile 11. The South Bay Channel hugs the East Side, while the west side is shallow and provides for entrance to Glorietta Bay and Naval Base Coronado. Along the east side is BAE Systems and General Dynamics NASSCO shipyards, and Naval Base San Diego. The South Bay dredged portion of the Federal Channel ends at 24th Street Terminal (National City Marine Terminal), a major destination for car carriers, lumber barges and Military Outloads. There is a pier face for RO-ROs in the Sweetwater Channel.

(g) Ship Channel dredging: A Federal project provides for a dredged channel with depths of 47 feet in the entrance and through North San Diego Bay to the turning basin on the NE side of North Island (near Pier K), thence 42 feet to just NW of the San Diego-Coronado Bay bridge, thence 37 feet to a basin SW of the National City Marine Terminal. With a width of 800’ to 600’; the Navy deepened the outer and inner entrance channels to a depth of -55 Mean Lower Low Water (MLLW) and -47 MLLW respectively. Army Corp of Engineers recently funded the dredging of the Approach and Entrance Channels (2012). There are no other currently planned dredging projects for 2016.

(h) Facilities: B Street Pier Cruise Ship Terminal, Broadway Pier, Tenth Avenue Marine Terminal (Berths 1 thru 8), and National City Marine Terminal (Berths 24-1 thru 24-4 and 24-10 and 24-11). The San Diego Unified Port District owns the deep draft commercial facilities in the bay and operates them either independently or in conjunction with private firms. The port piers and wharves have water, rail, and highway connections. There are a number of smaller privately operated wharves and piers used for receiving oil, repairing vessels, and for mooring and fueling small crafts (which are covered in greater depth in the San Diego Bay WAMS report).

(i) Marinas: Numerous marinas are located adjacent to the Federal Channel. There are also launch ramps (4), boat yards (3), fishing piers (4) and fuel docks (3); (again, covered in greater depth in the San Diego Bay WAMS report).

(j) Industry: The Port serves as a transshipment facility for the region. The year-round mild climate is conducive to handling all types of cargo, such as containers, dry bulk, liquid bulk, refrigerated, vehicle, break bulk, and project cargo. The Port’s three marine cargo facilities are Tenth Avenue Marine Terminal, National City Marine Terminal, and the Broadway/B Street Cruise Ship Terminals.

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(4) BRIDGES:

(a) The Coronado Bridge is the only bridge spanning the Federal Channel of San Diego Bay. The 2.1 mile bridge span reaches a maximum height of 200 feet, allowing the U.S. Navy ships and car carriers which operate out of the nearby Naval Station San Diego and National City Marine Terminal to pass underneath it (including an empty draft aircraft carrier).

(5) ANCHORAGES:

(a) **Inner Bay**: There are eight inner smaller vessel anchorages administered by the Port of San Diego (SD Mooring Company) adjacent to the federal channel within San Diego Bay.

(b) There are six military anchorage for Navy vessels within San Diego Bay just off of Harbor Island (33 CFR 110.210), and more than 30 outside of San Diego Bay that the Navy administers.

(c) There is one commercial anchorage area (33 CFR 110.210) for temporary, awaiting berth commercial, generally deep draft vessels or large mega-yachts, where multiple vessels could fit.

(6) ENVIRONMENTAL FACTORS:

(a) The currents set generally in the direction of the channels. In the vicinity of the entrance the usual velocity varies from a half to 5 knots depending upon the stage of the tide. In the San Diego Bay area, visibility is reduced to less than a half mile, mostly by radiation fog about 3 to 7 days per month from September through April. December is the foggiest month. This fog is worst during the late night and early morning hours. Temperatures are moderate. The average high is 71°F and the average low, 57°F. August is the warmest month with an average temperature of 72.2°F. Precipitation is light and falls, on average, only 70 days each year. Winds in the area are strongest from March through September, when they blow 17 knots or more about two percent of the time.

B. **USERS**

(1) VESSELS:

(a) San Diego Bay is utilized significantly by small sailing, pleasure craft, commercial fishing and passenger carriers, personal watercrafts and paddlecrafts. This includes sport fishing, whale watching and diving operations. The larger vessels are container ships, and multi deck car carriers. San Diego Naval Base is the principal homeport of the Pacific Fleet, consisting of 54 ships, 3 main base locations and over 120 tenant commands.

(b) There are 3 tug, tow and barge companies/groups, led by Crowley, Pacific and USN
tractors. There are no more Foss Tugs in San Diego.

(c) There are approximately 10+ sailing clubs. Regattas are common year-round. Often regattas use channel aids as part of their courses.

(d) For fishing, there are roughly 175 T-boats, several K-boats, thousands of uninspected passenger vessels, and 365 commercial fishing vessels working out of San Diego.

(e) There are several Ferry boats that operate between the Embarcadero and Coronado.

(f) There are numerous military small boats operating in San Diego Bay.

(g) There is one sea plane operator, who largely operates in South Bay out of the Channel.

(2) PILOT AND PROFESSIONAL GROUPS:

(a) A Port of San Diego pilot group represents San Diego Bay. There are 3 pilots. They will soon add a part-time 4th pilot.

(b) USN Pilots utilize three tractor tugs, and assist mainly with docking operations.

(c) The most prevalent professional organization is the Sportfishing Association of California (SAC) which is made up of commercial and commercial for hire fishing boat owners and operators.

(3) PORT AUTHORITIES:

(a) The San Diego Bay Unified Port District is the port authority within San Diego Bay. The Port is governed by a seven-member Board of Port Commissioners; one commissioner each is appointed by the city councils of Chula Vista, Coronado, Imperial Beach and National City, and three commissioners are appointed by the San Diego City Council. The Harbor is served by the Harbor Unit of the Police Department. Sworn police officers and supervisors provide marine and land-based law enforcement services to residents, visitors, and boaters 24 hours a day. Harbor Unit officers are trained in emergency medical procedures, CPR, dive rescue and salvage, boating rescues, and fire fighting.

(b) Port of San Diego is the fourth largest of the 11 ports in California, and includes the cities – Chula Vista, Coronado, Imperial Beach, National City and San Diego. The port oversees two maritime cargo terminals, two cruise ship terminals, 20 public parks, the Harbor Police Department and the leases of hundreds of tenant and sub tenant businesses around San Diego Bay. The Port of San Diego is an economic engine, an environmental steward of San Diego Bay and the surrounding tidelands, and a provider of community services and public safety.

(c) San Diego Bay Harbor Police operates from the headquarters building across from
their airport. The Harbor Unit currently operates a fleet of three Crystaliner rescue boats and a 35 ft Safe boat, and two firestorm fire boats. In order to accommodate boating visitors to San Diego Bay, the San Diego Unified Port District maintains a public access Guest Dock facility at the Harbor Police Sub Station, 1401 Shelter Island Drive, San Diego. The station is located on the southern end of Shelter Island at the entrance to the Shelter Island Yacht Basin. The facility has 26-slips; it can host recreational vessels up to 65-feet in length which can stay for periods of up to 15 days, within a 40 day period. This station also acts as CBP customs check-in dock where vessels can call in to CBP to be inspected on a designated 24 hour phone. CBP has a variety of high speed law enforcement vessels.

(4) HARBOR MARINE INTERESTS:

(a) There are ten yacht clubs in the bay with a governing body called the San Diego Association of Yacht Clubs. The following are the San Diego Bay participating clubs: California Yacht Club, Chula Vista Yacht Club, Coronado Cays Yacht Club, Coronado Yacht Club, Navy Yacht Club San Diego, San Diego Yacht Club, Silver Gate Yacht Club, Southwestern Yacht Club, Cortez Racing Association, and Point Loma Yacht Club.

(b) Fuel piers: There are five commercial fuel docks in San Diego Harbor, all of them are in the northern part of the bay in Shelter and Harbor Islands. Shelter Island has Pearson’s Fuel Services, High Seas Fuel Dock, and Shelter Island Fuel Dock. Harbor Island has Harbor Island West Fuel Dock and Cortez Fuel Dock. The military has a fuel pier at Point Loma, across and north east of the Bravo Ammo Pier, located on North Island. Currently the military fuel pier is under construction to increase size and modernize. In 2013, the security zone around the fuel pier was increased to meet the longer pier into the waterway.

(c) Repair Yards: There are between five and 10 different sized yards located throughout the bay. Marine Group, General Dynamics NASSCO, and BAE are the leading ones for larger vessels; others are located in the small harbors of San Diego Bay.

(5) DEPARTMENT OF DEFENSE: UNITED STATES NAVY

(a) Naval Base San Diego, sometimes referred to as 32nd Street Naval Station, is the largest United States Naval base on the west coast and is the principal homeport of the Pacific Fleet, consisting of 54 ships and over 120 tenant commands. The base is composed of 13 piers stretched over 977 acres of land and 326 acres of water.

(b) Point Loma Naval Base includes Commander Third Fleet, Naval Mine and Anti Submarine Warfare Command, Space and Naval Warfare Systems Command, and Submarine Squadron Eleven and a Coast Guard Detachment. Title 33, Code of Federal Regulations (CFR), Section 334.880 (San Diego Harbor, CA naval
restricted area adjacent to Point Loma) and 33 CFR 334.890 (Pacific Ocean off Point Loma, CA naval restricted area).

(c) Naval Amphibious Base (NAB) Coronado is home to a major Navy shore command, supporting over 30 tenant commands, and is the West Coast focal point for special and expeditionary warfare training and operations.

(6) The Army Corps of Engineers (ACOE) Los Angeles Office performs maintenance dredging of the San Diego Harbor Channel. The only dredge work that the ACOE has performed at San Diego Harbor in the past five years is the San Diego Harbor Entrance Channel from Nov 8th to Dec 22nd, 2012. All work was seaward of Ballast Point. The Entrance Channel has a design depth of -55 ft at Mean Low Low Water (MLLW), and any high spots shallower than -55 ft were dredged. They removed 441,000 cubic yards of material from the channel. Annually, the ACOE performs hydrographic surveys of the harbor.

(7) U.S. Customs and Border Protection use the San Diego Bay for law enforcement patrols and customs inspections.

III. WATERWAY RESEARCH AND INFORMATION

A. PUBLIC COMMENT

(1) Public comment for this report update was solicited via an ELEVENTH COAST GUARD DISTRICT LOCAL NOTICE TO MARINERS (LNM), Enclosure (2).

(1) Online Survey: Link given in LNMs.

(2) Survey groups. Interviews conducted with members of Harbor Safety Committee.

(3) Interviews of key operators included Port Pilots, and an inbound car carrier transit (December 2014) to review night to morning aids.

B. CASUALTY HISTORY

(1) Coast Guard MISLE data for San Diego Bay has been compiled in a spread sheet. There were 23 incidents directly relating to navigation.

(2) Eleventh District Recreational Boating Safety representative shared information on Recreational boating incidents from 2007-2012. None of the information pertained to aids to navigation issues. Specifically, there were no incidents located in San Diego Federal Channel.

C. TRAFFIC PATTERNS

(1) San Diego Bay is home to various types of vessels. The Navy’s Pacific Fleet houses
over fifty vessels. The channel has a very simple Lateral Traffic Scheme that follows the basic red-right-returning system of the International Association of Lighthouse Authorities (IALA) B Maritime Buoyage System.

(2) The bay has many regulated no wake zones, safety zones, and security zones. The weather is a factor during fog situations or when heavy winds frequent the bay during various times of the year. The width and dredge depth is sufficient for the type of vessels transiting the bay.

(3) There are no barge lanes. Lumber and fuel barges are not in excessive amounts. Weekly trips to San Clemente Island and refueling within the Bay do occur for barge traffic.

D. KEY AID CHANGES SINCE 2007

(1) Disestablished San Diego Bay Channel Lighted Buoy 41 (LLNR 2050). This Aid was removed due to not deemed necessary, around 2010.

(2) Upgraded all lighted buoys to LED.

(3) SD Safe Water Mark was temporarily lost in 2014. D11 dpw added virtual eATON MMSI.

E. AID ASSIGNMENT LIST

Table 1 is a listing of federal aids to navigation in San Diego Bay Channel. These aids are listed in geographical order, as you would pass them when navigating through the approach channel to the south bay.

<table>
<thead>
<tr>
<th>Aid Name</th>
<th>Light List #</th>
<th>Sound Signal</th>
<th>Light or Color</th>
<th>Note</th>
<th>Hull/Daymark</th>
<th>Primary Unit</th>
</tr>
</thead>
<tbody>
<tr>
<td>SD Bay App. LWB “SD”</td>
<td>10 (1485)</td>
<td>Whistle</td>
<td>White FL MO (A)</td>
<td>RACON reestablished</td>
<td>8 x 26 Green</td>
<td>USCGC GEORGE COBB</td>
</tr>
<tr>
<td>SD Bay App. LB3</td>
<td>1490</td>
<td>None</td>
<td>Green FL 6s</td>
<td></td>
<td>8 x 26 Green</td>
<td>USCGC GEORGE COBB</td>
</tr>
<tr>
<td>SD Bay App. LB 4</td>
<td>1493</td>
<td>Bell</td>
<td>Red FL Q</td>
<td></td>
<td>8 x 26 Red</td>
<td>USCGC GEORGE COBB</td>
</tr>
<tr>
<td>SD Bay Channel LB 5</td>
<td>1495</td>
<td>None</td>
<td>Green FL 2.5s</td>
<td></td>
<td>8 x 26 Green</td>
<td>USCGC GEORGE COBB</td>
</tr>
<tr>
<td>SD Bay Channel LB 6</td>
<td>1510</td>
<td>None</td>
<td>Red FL 4s</td>
<td></td>
<td>8 x 26 Red</td>
<td>USCGC GEORGE COBB</td>
</tr>
<tr>
<td>SD Bay Channel LB 7</td>
<td>1515</td>
<td>None</td>
<td>Green FL 4s</td>
<td></td>
<td>8 x 26 Green</td>
<td>USCGC GEORGE COBB</td>
</tr>
<tr>
<td>Location</td>
<td>Time (Local)</td>
<td>Color</td>
<td>Flashing Rate</td>
<td>Details</td>
<td>USCGC</td>
<td></td>
</tr>
<tr>
<td>---------------------------</td>
<td>--------------</td>
<td>-------</td>
<td>---------------</td>
<td>-------------------------------------------------------------------------</td>
<td>-------------</td>
<td></td>
</tr>
<tr>
<td>SD Bay Channel LB 8</td>
<td>1545</td>
<td>Red</td>
<td>FL 2.5s</td>
<td>8 x 26 Red</td>
<td>USCGC GEORGE COBB</td>
<td></td>
</tr>
<tr>
<td>SD Bay Channel LB 9</td>
<td>1550</td>
<td>None</td>
<td>Green FL 2.5s</td>
<td>8 x 26 Green</td>
<td>USCGC GEORGE COBB</td>
<td></td>
</tr>
<tr>
<td>SD Bay Channel LB 10</td>
<td>1555</td>
<td>None</td>
<td>Red FL 4s</td>
<td>8 x 26 Red</td>
<td>USCGC GEORGE COBB</td>
<td></td>
</tr>
<tr>
<td>SD Bay Channel LB 11</td>
<td>1560</td>
<td>None</td>
<td>Green FL 4s</td>
<td>8 x 26 Green</td>
<td>USCGC GEORGE COBB</td>
<td></td>
</tr>
<tr>
<td>SD Bay Channel LB 12</td>
<td>1565</td>
<td>None</td>
<td>Red FL 2.5s</td>
<td>8 x 26 Red</td>
<td>USCGC GEORGE COBB</td>
<td></td>
</tr>
<tr>
<td>Ballast Point Light B</td>
<td>1570</td>
<td>Horn</td>
<td>White FL 4s</td>
<td>Assist subs coming in/out of channel 16FT Tower</td>
<td>ANT SAN DIEGO</td>
<td></td>
</tr>
<tr>
<td>SD Bay Channel LB 14</td>
<td>1585</td>
<td>None</td>
<td>Red FL Q</td>
<td>6 x 20 Red</td>
<td>USCGC GEORGE COBB</td>
<td></td>
</tr>
<tr>
<td>SD Bay Channel LB 15</td>
<td>1590</td>
<td>None</td>
<td>Green FL 2.5s</td>
<td>7 x 17 Green</td>
<td>USCGC GEORGE COBB</td>
<td></td>
</tr>
<tr>
<td>SD Bay Channel LB 16</td>
<td>1620</td>
<td>None</td>
<td>Red FL 2.5s</td>
<td>7 x 17 Red</td>
<td>USCGC GEORGE COBB</td>
<td></td>
</tr>
<tr>
<td>SD Bay Channel LB 16A</td>
<td>1625</td>
<td>None</td>
<td>Red FL Q</td>
<td>Marks kink in channel 6 x 20 Red</td>
<td>USCGC GEORGE COBB</td>
<td></td>
</tr>
<tr>
<td>SD Bay Channel LB 17</td>
<td>1630</td>
<td>None</td>
<td>Green FL 4s</td>
<td>6 x 20 Green</td>
<td>USCGC GEORGE COBB</td>
<td></td>
</tr>
<tr>
<td>SD Bay Channel LB 18</td>
<td>1645</td>
<td>None</td>
<td>Red FL 4s</td>
<td>6 x 20 Red</td>
<td>USCGC GEORGE COBB</td>
<td></td>
</tr>
<tr>
<td>SD Bay Channel LB 19</td>
<td>1650</td>
<td>None</td>
<td>Green FL Q</td>
<td>6 x 20 Green</td>
<td>USCGC GEORGE COBB</td>
<td></td>
</tr>
<tr>
<td>SD Bay Channel LB 20</td>
<td>1710</td>
<td>None</td>
<td>Red FL Q</td>
<td>6 x 20 Red</td>
<td>USCGC GEORGE COBB</td>
<td></td>
</tr>
<tr>
<td>SD Bay Channel LB 21</td>
<td>1715</td>
<td>None</td>
<td>Green FL Q</td>
<td>6 x 20 Green</td>
<td>USCGC GEORGE COBB</td>
<td></td>
</tr>
<tr>
<td>SD Bay Channel LB 22</td>
<td>1830</td>
<td>None</td>
<td>Red FL 4s</td>
<td>Good one to try to downsize Outside the Channel; marks shoals</td>
<td>USCGC GEORGE COBB</td>
<td></td>
</tr>
<tr>
<td>SD Bay Channel LB 22A</td>
<td>1825</td>
<td>None</td>
<td>None</td>
<td>Good one to try to downsize Outside the Channel; marks shoals</td>
<td>USCGC GEORGE COBB</td>
<td></td>
</tr>
<tr>
<td>SD Bay Channel LB 23</td>
<td>1835</td>
<td>None</td>
<td>Green FL 4s</td>
<td>6 x 20 Green</td>
<td>USCGC GEORGE COBB</td>
<td></td>
</tr>
<tr>
<td>SD Bay Channel LB 24</td>
<td>1840</td>
<td>None</td>
<td>Red FL 4s</td>
<td>5 x 11 Red</td>
<td>USCGC GEORGE COBB</td>
<td></td>
</tr>
<tr>
<td>SD Bay Channel LB 26</td>
<td>1845</td>
<td>None</td>
<td>Red FL 4s</td>
<td>5 x 11 Red</td>
<td>USCGC GEORGE COBB</td>
<td></td>
</tr>
</tbody>
</table>
F. MINOR AIDS. The Minor Aids serving San Diego Bay were reviewed by Coast Guard D11 dpw, GEORGE COBB and/or ANT San Diego in accordance with required ATON tasking. All of the aids meet or exceed the type, color, naming convention and spacing requirements. All lit aids were upgraded to LED.

G. MAJOR AIDS (A major light has nominal range of 10 nm; shore aid)

<table>
<thead>
<tr>
<th>Aid Name</th>
<th>Light List #</th>
<th>Sound Signal</th>
<th>Light or Color</th>
<th>Hull/Daymark</th>
<th>Primary Unit</th>
</tr>
</thead>
<tbody>
<tr>
<td>Point Loma Light (1891)</td>
<td>5</td>
<td>Horn 1bl ev 30 sec</td>
<td>White</td>
<td>88FT Tower Fog signal (detected)</td>
<td>ANT SAN DIEGO</td>
</tr>
<tr>
<td>Entrance Range Front Light</td>
<td>1500</td>
<td>Horn</td>
<td>Green FL Q</td>
<td>28 ft tower (range 8-10 miles). LED. 1 blast ev 10s (1s bl) Activated by USCG MRAAS conversion</td>
<td>ANT SAN DIEGO</td>
</tr>
<tr>
<td>Entrance Range Rear Light</td>
<td>1505</td>
<td>None</td>
<td>Green FL6s</td>
<td>56 ft tower (range 8-10 miles). LED</td>
<td>ANT SAN DIEGO</td>
</tr>
</tbody>
</table>

H. ELECTRONIC AIDS
<table>
<thead>
<tr>
<th>eAtoN</th>
<th>Light List #</th>
<th>Sound Signal</th>
<th>Light or Color</th>
<th>Hull/Daymark</th>
<th>MMSI</th>
<th>Primary Unit</th>
</tr>
</thead>
<tbody>
<tr>
<td>Virtual (briefly Virtual &amp; Synthetic SD Buoy)</td>
<td>1485 10</td>
<td>(whistle)</td>
<td>Satellite</td>
<td>8x26 Safe Water Mark. For eCharting, MMSI is 993692029</td>
<td>993692029</td>
<td>D11(dpw)</td>
</tr>
<tr>
<td>Pier B Street Sound Signal</td>
<td>1800</td>
<td>Horn</td>
<td>Activated upon request</td>
<td>Cruise Ships MRASS conversion</td>
<td>1 blast ev 15 sec (2s Bl)</td>
<td>ANT SAN DIEGO</td>
</tr>
<tr>
<td>Zuniga Jetty Light Z</td>
<td>1520</td>
<td>Horn</td>
<td>White</td>
<td>Support to boaters entering from east entrance to channel</td>
<td>28FT Tower</td>
<td>ANT SAN DIEGO</td>
</tr>
<tr>
<td>Point Loma Light Fog Signal</td>
<td>5</td>
<td>Horn</td>
<td>White</td>
<td>Note: Discrepant. Operating back up Light. Structure safety concerns to fix. VLB 44.LED</td>
<td>Lighthouse 88 ft.</td>
<td>ANT San Diego</td>
</tr>
</tbody>
</table>

### I. PATON

<table>
<thead>
<tr>
<th>Aid Name</th>
<th>Light List #</th>
<th>Sound Signal</th>
<th>Light or Color</th>
<th>Hull/Daymark</th>
<th>Primary Unit</th>
</tr>
</thead>
<tbody>
<tr>
<td>SD Coronado Bay Bridge Fog Signal</td>
<td>1860</td>
<td>Horn (2). 1 bl ev 10s (1s bl)</td>
<td>N/A</td>
<td>None</td>
<td>CALTRANS</td>
</tr>
<tr>
<td>San Diego Coronado Bay Bridge RACÓN C</td>
<td>1861</td>
<td>None</td>
<td>None</td>
<td>None</td>
<td>CALTRANS</td>
</tr>
<tr>
<td>San Diego Coronado Bay Bridge RACÓN T</td>
<td>1859</td>
<td>None</td>
<td>None</td>
<td>None</td>
<td>CALTRANS</td>
</tr>
<tr>
<td>Tenth Avenue N Berth Light</td>
<td>1850</td>
<td>None</td>
<td>FG</td>
<td>10ft</td>
<td>POSD</td>
</tr>
<tr>
<td>Tenth Avenue S Berth Light</td>
<td>1855</td>
<td>None</td>
<td>FG</td>
<td>10ft</td>
<td>POSD</td>
</tr>
<tr>
<td>WR 32A</td>
<td>2014</td>
<td>None</td>
<td>QR</td>
<td>?</td>
<td>PATON; marks wreck (outside of channel)</td>
</tr>
<tr>
<td>Navy Lighted Mooring Ball</td>
<td>1720</td>
<td>None</td>
<td>White FL 4s</td>
<td>Class 2 WU</td>
<td>USN; just outside of channel</td>
</tr>
<tr>
<td>Nat’l City Berth</td>
<td>2025</td>
<td>None</td>
<td>Fixed Green</td>
<td>None</td>
<td>POSD</td>
</tr>
</tbody>
</table>
J. SERVICING UNITS. The primary ATON servicing unit in San Diego Bay is Coast Guard Cutter GEORGE COBB and the Coast Guard Aids to Navigation Team (ANT) San Diego.

K. CHART ALTERATIONS/CORRECTIONS. No chart corrections are recommended at this time.

L. REVIEW OF NOAA

(1) Coast Pilot.
   b. Information has been verified to be correct and accurate. SSD initiated six recommendations to NOAA for correcting Coast Pilot in the Pilotage section of San Diego bay entry to update outdated information. There were also some minor grammar corrections in the San Diego Bay section and Pilot information changes. Changes completed and updated.

(2) 2015 Coast Guard Light List. Volume VI Light List is accurate.

IV. CRITICALITY DETERMINATION

(1) For criticality determination, The San Diego Bay Federal Channel is determined to be:

   a. Military Critical. The U.S. Navy Third Fleet resides in San Diego Bay. The Naval Fleet includes nuclear and conventional submarines, nuclear carriers, and a variety of (20+) carriers, destroyers and other combat ships. There are thousands of Naval and Coast Guard transits in or out of the Bay annually.

   The San Diego Bay Federal Channel is determined not to be:

   b. Navigation Critical. Channel use includes a variety of military and commercial vessels. Despite the traffic, it is not considered Navigation Critical (see Enclosures (2)) as scored in two separate evaluation systems. The complexity of traffic, review of the depth/width of the channel, weather and commerce were all factored. During calculations, the added total of the points was 111.

   ***Note: This is four below the minimum to designate as navigationally critical. But it is very close and borderline Navigation Critical; very much worth monitoring. San Diego Bay Federal Channel is not a complex, challenging channel. It does get busy and Navigation Rule 9 does come into play. Traffic density for deep draft, type of cargo, general area, number and type of aids allows the recommendation to not list it as Navigation Critical.

   c. Environmentally Critical. A change from the 2007 WAMS study. In 2007, listed it as Environmentally Critical. Upon closer examination of limited hazardous cargo (Soda Ash, Potash, Bauxite; and not reflecting deep draft fuel tanks) transiting the Federal channel, San Diego Bay is relatively free of Hazmat
shipments, unlike other D11 major ports. A score of 25 was given to the waterway. A score of 35 or higher is determined to be Environmentally Critical.

*** Note: Environmental damage relating to oil spills would be significant on local economy and protected areas/environmental sensitive areas. But the mechanism to determine “Environmentally Critical” factors in much more than just vessel oil spill concerns.

(2) Completed worksheets covered in Enclosure (3).

V. ANALYSIS FINDINGS

A. Key Findings.

(1) SD Federal Channel WAMS addresses channel aids and those aids used in addition to navigate (Point Loma Lighthouse; certain aids just off of the channel). All other aids beyond the channel within San Diego Bay will be covered in a separate San Diego Bay (Small Harbor/Waterway) WAMS.

(2) After a thorough review of all aids supporting the San Diego Bay Federal Channel (day/night transits; review of key documents, data collection) and discussion with key stakeholders and associations, all aids found to be adequate in sound and visibility, necessary, properly used, and helpful to the Mariner. No new aids are recommended.

(3) There were no major corrections to NOAA charts, Coast Pilot, or Coast Guard Light List referring to federal channel aids (several Light List/Chart corrections were done for tertiary aids to be removed). Coast Pilot was updated to reflect changes in the San Diego Bay Piloting Association.

(4) During the time the SD Buoy (Safe Water Mark) was off station (sunk) from April to August 2014, a virtual synthetic eATON was successfully established. Several mariners (including Coast Guard cutters) could not see the AIS on their electronic charting. When the SD Buoy was recovered and another hull placed on scene, the RACON was not initially reestablished, but subsequently was.

(5) No significant trends were found from the Survey findings.

(6) No significant trends were found from the Marine Casualty data review (Enclosure (1)).

(7) San Diego Bay Pilot Association has three pilots. They are in the process of hiring a fourth pilot as they anticipate greater RO-RO, general cargo and car carrier port calls in coming years, and address increasing age of current three pilots and/or emergencies.

(8) Army Corp of Engineers dredged the Approach and Entrance Channels, November 2012 to January 2013.

(9) Three to five car carriers a week (PASHA, 24th Street Terminal) are offloaded in San Diego, one in every eight new cars coming into the U.S. Weekly container traffic
(Dole) at the Tenth Avenue Marine Terminal brings in the majority of west coast bananas and avocados. Breakdown by cargo type is dry bulk (50%) and break bulk (10%), containers (20%) and vehicles (15%), and liquid bulk (5%) cargo. Maritime commerce was estimated in 2013 with bringing into the Port of San Diego $457 million. Port vessel calls are projected to decrease from FY15 to FY16 (-5; 419-414), then steadily increases in FY17 (469) to FY20 (496).

There are on average 25 permitted marine events that affect and/or cross the Federal channel. There are also another 25 that are in close proximity but not permitted by the Coast Guard, as they are not determined to increase the hazards on the waterway. Large events include the two December Parade of Lights that involve 250 decorated recreational boats crossing the Federal channel on a Sunday evening for 2-3 hrs. The Big Bay Boom fireworks marine event involves 5 fireworks barges in and/or adjacent to the federal channel. Both events are well coordinated with USN and commercial traffic by Coast Guard planning.

In the past two years, the Coronado Bridge RACON has been intermittently working. This PATON is owned and operated by the California Transportation Division (CALTRANS).

Channel Range lights – Recently the rear range was solarized. Solar power had issues in summer 2014, so increasing batteries and getting a new solar calc. With LED, viewing from 8 NM or more is not as easy, especially if slightly east of course (Pilots).

There is an increase in recreational (kayakers/sailboats) impacting the federal channel, as are commercial fishing vessels setting traps in the channel.

Pier B Sound Signal (LLNR 1800) system has too much static causing it to go off frequently, day or night (USN transmissions leading cause). Recommend MRAAS as soon as possible. Same with Entrance Range Front Light (LLNR 1500) and Ballast Point Light B (LLNR 1570).

There are no recommendations to changing ATON from lit to unlit, or vice-versa; or to eNav.

VI. RECOMMENDATIONS

(1) No immediate or urgent SSD, ANT San Diego or D11 dpw action required in regards to the San Diego Bay Federal Channel aids to navigation.

(2) Recommend reclassifying San Diego Bay Federal Channel (or San Diego Bay) as Not Environmentally Critical, due to WAMS scoring not meeting required score, and lack of large scale hazardous cargo transiting the waterway. **This is a change from the 2007 report.**

(3) Support MRRAS conversion of San Diego Pier B sound signal. We’ve been waiting for available equipment since 2014. Pier B Sound Signal (LLNR 1800) system has too much static causing it to go off frequently, day or night (USN transmissions leading
(4) Maintain SD Buoy (Safe Water Mark). Complete a formal survey later on. As per ATON listening sessions in 2014, aid was considered by large and small boating community as a key aid (even if not mandated; Safe Water Marks).

(5) Continue to support FY16 CEU funding for the repair of the 100-year old Point Loma Light. A SSMR is in place for repair of the tower/footing, at an estimated cost of $1 million. Multiple options are being evaluated currently. Eleventh District (dpw) POC.

(6) The keeping of Eleventh District (dpw) support for FY16 CEU funding also is recommended for tower maintenance to: Zuniga LT W (LLNR 11535) and SD Bay Entrance Range Front LT tower (LLNR 1500).
*Note: 2 others on the list, outside of SD Bay: Oceanside Breakwater LT 1 (LLNR 2295) and Mission Bay North Jetty LT 1 (LLNR 2280). All on FY16 funding, to start in FY16.

(7) Downsizing Buoys 33 and 22A is recommended in FY16. Buoy 33 marks shoal to the Marine Group Boat Yard and Tenth Avenue Marine Terminal. Buoy 22A, which is just outside the Federal Channel, marks the shoals off of Coronado. ANT San Diego can easily work both aids if downsized from 5x11 to 5th Class Foam.

(8) If Recommendation 7 is executed, and after a suitable review period, perhaps the downsizing of 22A, 26A, 33, 39, and 40 from 5x11 to 5th class Foam (remain lighted) could be explored. This would allow ANT San Diego to work on those aids; but now able to be worked by ANT vs. COBB, thus saving resources/costs. The result would allow ANT San Diego to work all afloat aids in South San Diego Bay.

(9) Recommend Eleventh District hires a Civilian position in Waterways Management at Sector San Diego. For Sector San Diego, a LT and MST1/MST3 limits sufficient waterway expertise, consistency or enough professionalism for the maintenance of history and customer service due to the changing of petty officers annually and the potential for LT billet to be TDY, on LV, or gapped if advanced.
### VII. POINTS OF CONTACT

<table>
<thead>
<tr>
<th><strong>Coast Guard Sector San Diego</strong>&lt;br&gt;Waterways Management Division&lt;br&gt;Attn: Division Chief&lt;br&gt;2710 North Harbor Drive&lt;br&gt;San Diego, CA  92101&lt;br&gt;619 278 7261</th>
<th><strong>Officer in Charge</strong>&lt;br&gt;Coast Guard Aids to Navigation Team&lt;br&gt;Attn: Officer in Charge&lt;br&gt;2710 North Harbor Drive&lt;br&gt;San Diego, CA  92101&lt;br&gt;619 278 7280</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Port of San Diego</strong>&lt;br&gt;Marine Terminal Superintendent &amp; Wharfingers&lt;br&gt;Maritime Operations&lt;br&gt;Maritime Division&lt;br&gt;(619) 686-6371&lt;br&gt;(619) 234-3965&lt;br&gt;<a href="mailto:mtaylor@portofsandiego.org">mtaylor@portofsandiego.org</a></td>
<td><strong>San Diego Harbor Police Department</strong>&lt;br&gt;3380 North Harbor Drive&lt;br&gt;San Diego, CA 92101&lt;br&gt;Office: (619) 686-7201&lt;br&gt;Work Cell: (619) 980-2189&lt;br&gt;<a href="mailto:jjordan@portofsandiego.org">jjordan@portofsandiego.org</a>&lt;br&gt;1401 Shelter Island Drive&lt;br&gt;San Diego Ca 92106&lt;br&gt;619-686-6570</td>
</tr>
<tr>
<td><strong>Paul Patricio</strong>&lt;br&gt;CNRSW Waterfront Ops PM &amp; Harbormaster;&lt;br&gt;USN 3rd Fleet; including POC for USN Pilots.&lt;br&gt;Office: (619) 556-2772</td>
<td><strong>San Diego Bay Pilots Association</strong>&lt;br&gt;San Diego Bay Pilots Association Inc.&lt;br&gt;Tenth Avenue Marine Terminal&lt;br&gt;626 Switzer St.&lt;br&gt;San Diego, CA  92101&lt;br&gt;Office / dispatch 233 3096&lt;br&gt;Office fax  233 3095 or 475 6005</td>
</tr>
<tr>
<td><strong>Sportfishing Association of California (SAC)</strong>&lt;br&gt;<a href="mailto:calsportfishing@gmail.com">calsportfishing@gmail.com</a>&lt;br&gt;619.322.7421.&lt;br&gt;5000 North Harbor Drive&lt;br&gt;Suite 100&lt;br&gt;San Diego CA&lt;br&gt;92106</td>
<td><strong>Pasha:</strong> NCMT (Cars)&lt;br&gt;Dole: Bananas/Fruit&lt;br&gt;NASSCO&lt;br&gt;BAE</td>
</tr>
</tbody>
</table>
### VIII. ENCLOSURES

Enclosure (1) Marine Casualty Data directly related to Federal Channel.

(a) Marine Casualty Data from MISLE 2007 to 2012

<table>
<thead>
<tr>
<th>Waterway Name</th>
<th>Date</th>
<th>Latitude</th>
<th>Longitude</th>
<th>Length (ft.)</th>
<th>Breadth (ft.)</th>
<th>Event Type</th>
<th>Event Class</th>
</tr>
</thead>
<tbody>
<tr>
<td>San Diego Bay: North Island Naval Air Station</td>
<td>N 32° 43' 00.00&quot;</td>
<td>W 117° 13' 00.00&quot;</td>
<td></td>
<td>52'</td>
<td>30'</td>
<td>Allision</td>
<td>Broadside</td>
</tr>
<tr>
<td>San Diego Bay: North Island Naval Air Station: Museum USS REAGAN Submarine</td>
<td>N 32° 42' 29.00&quot;</td>
<td>W 117° 10' 42.00&quot;</td>
<td></td>
<td>86.2</td>
<td>24.3</td>
<td>Allision</td>
<td>Head-on</td>
</tr>
<tr>
<td>San Diego Harbor</td>
<td>N 32° 43' 09.00&quot;</td>
<td>W 117° 11' 37.00&quot;</td>
<td></td>
<td>235.0</td>
<td>94.0</td>
<td>Allision</td>
<td>Broadside</td>
</tr>
<tr>
<td>San Diego Harbor: Channel Entrance: Naval Base Point Loma: Buoys 11 &amp; 12</td>
<td>N 32° 40' 50.00&quot;</td>
<td>W 117° 13' 58.00&quot;</td>
<td></td>
<td>214.7</td>
<td>42.1</td>
<td>Grounding</td>
<td>Outside marked channel</td>
</tr>
<tr>
<td>San Diego Bay: North Island Naval Air Station: Bait Barge</td>
<td>N 32° 41' 47.00&quot;</td>
<td>W 117° 14' 03.00&quot;</td>
<td></td>
<td>79.7</td>
<td>23.2</td>
<td>Collision</td>
<td>Special Circumstances</td>
</tr>
<tr>
<td>San Diego Harbor: Coronado Island: Navy's Carrier Basin</td>
<td>N 32° 42' 33.00&quot;</td>
<td>W 117° 11' 00.00&quot;</td>
<td></td>
<td>26.1</td>
<td>0.0</td>
<td>Allision</td>
<td>Head-on</td>
</tr>
<tr>
<td>San Diego Harbor: Tom Hams Lighthouse Restaurant: 500 Yds South</td>
<td>N 32° 43' 12.00&quot;</td>
<td>W 117° 12' 42.00&quot;</td>
<td></td>
<td></td>
<td></td>
<td>Collision</td>
<td>Overtaking</td>
</tr>
<tr>
<td>San Diego Harbor: Buoy 20</td>
<td>N 32° 43' 00.00&quot;</td>
<td>W 117° 12' 00.00&quot;</td>
<td></td>
<td>26'</td>
<td>0.0</td>
<td>Capsize</td>
<td>Overwhelmed by Sea and/or Wind</td>
</tr>
<tr>
<td>San Diego Harbor: Tenth Avenue Marine Terminal</td>
<td>N 32° 41' 43.00&quot;</td>
<td>W 117° 09' 09.00&quot;</td>
<td></td>
<td>95.5</td>
<td>55.3</td>
<td>Allision</td>
<td>Astern</td>
</tr>
<tr>
<td>San Diego Bay: North Island Naval Air Station: Lighted Channel Buoy 16</td>
<td>N 32° 42' 07.00&quot;</td>
<td>W 117° 13' 45.00&quot;</td>
<td></td>
<td>39.0</td>
<td>8.5</td>
<td>Allision</td>
<td>Astern</td>
</tr>
</tbody>
</table>
SOUTHERN CALIFORNIA – SAN DIEGO BAY – WAMS ANNOUNCEMENT
The U.S. Coast Guard is conducting a Waterways Analysis Management System (WAMS) study of the San Diego Bay federally maintained channel. This waterway includes the offshore approach, entrance and entire bay channel from Ballast Point to 24th Street Terminal. The study will include looking at waterborne commerce trends, commercial navigation and recreational navigation with a focus on the review of existing aids to navigation and overall safety concerns. WAMS studies are conducted periodically throughout designated navigable waters to better facilitate safe and effective waterways. The last San Diego Bay Channel WAMS study was completed in 2007. Any interested company or individual wishing to provide recommendations on existing aids to navigation service or other maritime related safety in this area, can receive further information or request a survey by contacting the project manager, BMI Bryan Gollogly, by 15 September, 2013. BMI Gollogly can be reached at Coast Guard Sector San Diego, Waterways Management Branch, at (619) 278-7666 or via email at Bryan.R.Gollogly@uscg.mil. We look forward to customer and stakeholder participation.
Chart: 18740, 18765, 18772, 18773
Enclosure (3)  WAMS Criticality Worksheet and D11 Criticality Worksheet (2 documents).

**WATERWAY CRITICALITY DETERMINATION GUIDE**

This guide was designed to assist in determining a waterway’s criticality rating. It helps by emphasizing the primary factors in making an accurate criticality determination and by indicating the most probable criticality rating of the waterway. However, it cannot replace good judgment and critical thinking. If your opinion differs from the results of this guide, then go with your opinion. Do not forget to summarize the reasoning for your opinion in the analysis portion of the WAMS whether or not your opinion coincides with the results of this guide.

**Navigational Criticality Determination Decision Matrix**

Would a degradation of the aids to navigation system result in an unacceptable level of risk of a marine accident, due to the physical characteristics of the waterway, difficult navigational conditions, and establishment difficulties, or high aid discrepancy rates?

<table>
<thead>
<tr>
<th>Factor to Consider</th>
<th>1</th>
<th>2</th>
<th>3</th>
<th>4</th>
<th>5</th>
</tr>
</thead>
<tbody>
<tr>
<td>Is the Waterway relatively Narrow? What is the width to beam ratio of the largest boat?</td>
<td>10:20</td>
<td>≤10:1</td>
<td>≤10:1</td>
<td>≤10:1</td>
<td>≤10:1</td>
</tr>
<tr>
<td>If merchant vessels are frequent, are pilots used?</td>
<td>Always</td>
<td>Regularly</td>
<td>Sometimes</td>
<td>Seldom</td>
<td>Never</td>
</tr>
<tr>
<td>What is the bottom type?</td>
<td>Mud/Soil</td>
<td>Sand</td>
<td>Clay</td>
<td>Rock</td>
<td></td>
</tr>
<tr>
<td>Is DGPS available and reliable in the region?</td>
<td>Yes</td>
<td>No</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Are Electronic charts with GPS/DGPS used?</td>
<td>All Users</td>
<td>Most Users</td>
<td>Half Users</td>
<td>Few Users</td>
<td>No Users</td>
</tr>
<tr>
<td>How often is visibility decreased to less than a mile?</td>
<td>Rarely</td>
<td>Weekly</td>
<td>Less than Weekly</td>
<td>Daily</td>
<td></td>
</tr>
<tr>
<td>How frequent is nighttime traffic?</td>
<td>Rare</td>
<td>1-5 Boats/night</td>
<td>5-10 Boats/night</td>
<td>More than 10 Boats/night</td>
<td></td>
</tr>
<tr>
<td>How complicated is the waterway to travel? (Lots of turns, dangerous shoals or rocks, ...)</td>
<td>Simple</td>
<td>Channel</td>
<td>Moderately Complex</td>
<td>Very Complex</td>
<td></td>
</tr>
<tr>
<td>Is there a VTS?</td>
<td>YES</td>
<td>NO</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>How often are the Aids Disruptant</td>
<td>Rarely</td>
<td>Seasonal</td>
<td>Occasional</td>
<td>Often</td>
<td></td>
</tr>
<tr>
<td>Have aid discrepancies contributed to accidents?</td>
<td>NO</td>
<td>YES</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

35 – 50: The waterway should probably be labeled as Navigationally Critical
Less than 35: The waterway is probably not Navigationally Critical

**Military Criticality Determination Decision Matrix**

Does the waterway serve military or military essential facilities?

- Yes

If the answer is yes to any of the following the waterway is probably Militarily Critical
  - Is this waterway used to access a Navy Base or Coast Guard Station?
  - Does a military base use this waterway as their primary avenue for receipt of supplies?

120 (114) CAPABILITY WORKSHEET

**Environmental Criticality Determination Decision Matrix**

Would a degradation of the aids to navigation system result in an unacceptable level of risk to general public safety because of the transport of hazardous materials or dangerous cargoes* (defined in 49 CFR and 49 CFR, Subchapter J) or because of exploratory wells or degradation to the aids to navigation system pose an unacceptable level of risk to the environment.

If the answer is no to any of the following the waterway is probably not Environmentally Critical

- Are hazardous materials or dangerous cargoes transported on the waterway? Few
  - Is it probable that if an accident were to occur due to failure of the aids to navigation, the hazardous material, or dangerous cargo would be released into the environment? (hard bottom, rock outcroppings, sunken ships...)
  - Is the waterway considered Navigationally Critical? Yes
  - Does this waterway include a sensitive environmental zone or highly populated area? (protected marine environments, major city, or college)
**Navigation and Environmental Criticality Worksheet**

**Waterway Being Rated:** SD Bay Channel  
**Date:** 27 May 2015

Assign a value 1-5 to each of the following statements. A value of 1 indicates you strongly disagree with the statement, while a value of 5 indicates you strongly agree with the statement.

### Physical Hazards of the Waterway

<table>
<thead>
<tr>
<th>Statement</th>
<th>Disagree</th>
<th>2</th>
<th>3</th>
<th>4</th>
<th>Agree</th>
</tr>
</thead>
<tbody>
<tr>
<td>The waterway is relatively shallow (depth of water close to max draft of vessels transiting the waterway).</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>✓</td>
</tr>
<tr>
<td>The waterway is relatively narrow (The width to beam ratio of the largest user is small.)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>✓</td>
</tr>
<tr>
<td>Submerged rock outcroppings or wrecks are prevalent.</td>
<td>✓</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>The channel is not centered within the waterway.</td>
<td>✓</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>There are blind bends that are hard to recognize.</td>
<td>✓</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Currents, winds or tides create a significant force that can cause ships to be set off course.</td>
<td>✓</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Fog, rain or other visibility restrictors routinely cause visibility to drop below 1 n.m.</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>✓</td>
</tr>
<tr>
<td>The waterway is complicated to travel? (Lots of turns, dangerous shoals or spurs...)</td>
<td>✓</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Column Totals:** 2 2 5 0 10  
**Total:** 23

### Navigational Complexity

<table>
<thead>
<tr>
<th>Statement</th>
<th>1</th>
<th>2</th>
<th>3</th>
<th>4</th>
<th>5</th>
</tr>
</thead>
<tbody>
<tr>
<td>GPS/LOPS: coverage is unavailable or extremely unreliable</td>
<td>✓</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>None of the traffic makes use digital charting programs for the area</td>
<td></td>
<td>✓</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>The available chart scales (Paper and electronic) are not adequate for safe navigation</td>
<td>✓</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>The shoreline provides a weak radar return.</td>
<td></td>
<td>✓</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>There are no landmarks that can be readily used to fix a vessel's position.</td>
<td></td>
<td></td>
<td>✓</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Most operators transit this waterway on less than a weekly basis.</td>
<td></td>
<td></td>
<td></td>
<td>✓</td>
<td></td>
</tr>
<tr>
<td>Two-way traffic is common.</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>✓</td>
</tr>
<tr>
<td>Vessels regularly transit the waterway at night.</td>
<td>✓</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Column Totals:** 2 4 0 0 10  
**Total:** 22

The following 2 sections are weighted due to their significant impact on the criticality rating of a waterway.

### Consequences of an Incident

<table>
<thead>
<tr>
<th>Statement</th>
<th>5</th>
<th>10</th>
<th>15</th>
<th>20</th>
<th>25</th>
</tr>
</thead>
<tbody>
<tr>
<td>You can rarely see multiple aids to navigation.</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>The vast majority of the aids are fixed structures.</td>
<td>✓</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Aid discrepancies have contributed to accidents.</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Column Totals:** 10 10 0 0 0  
**Total:** 20

### Grand Total

**This Wayway is Navigationally and Environmentally Critical**

<table>
<thead>
<tr>
<th>Statement</th>
<th>5</th>
<th>10</th>
<th>15</th>
<th>20</th>
<th>25</th>
</tr>
</thead>
<tbody>
<tr>
<td>Large Quantities of Hazardous Cargoes are transported on this waterway.</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>There is at least one Environmentally Sensitive area within this waterway near where the hazardous Cargoes are transported.</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>✓</td>
</tr>
<tr>
<td>A realiline accident within this waterway would have significant economic impact.</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>✓</td>
</tr>
</tbody>
</table>

**Column Totals:** 0 10 0 25 25  
**Total:** 25  
**Grand Total:** 120

*Note: A Grand Total of 114 will qualify the waterway as Navigationally Critical, and a total of 28 between the first two factors in the Consequences of an Incident Section will qualify for Environmentally Critical.*
Enclosure (4) Survey Results.

- Hard copy with Sector San Diego.
- 61 pages
- D11 dpw has a copy