

APPROVED

Harbor Safety Committee of the Humboldt Bay Area 0900 hours January 21, 2016 Woodley Island Marina Conference Room

Members Present:

Ms. Suzie Howser, Chair (Port Authority)
Capt. John Powell (Bar Pilot)
Capt. Timothy Petrusha (Bar Pilot)
Mr. Casey Allen (Recreational Boating)
Mr. Stephen Kullmann (Tribal/Environmental) phone
Mr. Jonathan Bishop (Coastal Commission) phone
Ms. Julie Salminen (Dry Cargo) phone
Mr. Jeffrey Ferguson (NOAA OCS) phone
Mr. Billy Gartman (USCG MSD HB)
Mr. Jeff Garvey (USCG Sector HB)
Mr. Ryan Finch (USCG HB ATON)

Others Present:

Mr. Reuben Macaspac (OSPR Liaison)
Mr. Jeff Dayton (OSPR)
Mr. Kent Hulbert (HB Fire)

Chair, Suzie Howser called the meeting to order at 0904 hours.

- 1. Introductions were made.**
- 2. Swearing in of new members.** No new members.
- 3. Public Comment.** No public comment.
- 4. Consideration of approval of minutes for the meeting of November 19, 2015.** Ms. Salminen made a motion to approve the minutes of November 19, 2015. Capt. Petrusha seconded the motion. Motion carried unanimously.
- 5. Discussion of Humboldt Bay Bar Closure.** LCDR Garvey reviewed the process on how the USCG made the determination to close Humboldt Bay on December 11, 2015. The surf (not swell) was greater than USCG vessel capabilities. Ms. Howser reported that in the last 28 years the Harbor was closed once and that was due to the KURE oil spill. There was group discussion on if a formal process was needed, what parameters USCG was considering and what does closing a harbor mean. USCG has been discussing this issue with their legal department and if a formal process is deemed necessary, meetings and discussions with all user groups will be arranged. Closing the Harbor does not preclude a vessel from crossing the bar. Mr. Bishop suggested that if a formal process was codified, that it be placed into the Harbor Safety Plan as well as the Coast Pilot.
- 6. Consideration of Navigation and Safety issues regarding Hazardous Bar Conditions.** Upon visual observations of wave activity, Capt. Petrusha speculated that shoaling had taken place in the Bar and Entrance and emergency soundings will be necessary to verify the conditions. The USACE and NOAA were unable to provide emergency survey crews and since a ship was en route to Humboldt, California Redwood Company hired Pacific Affiliates to gather soundings on the next available weather window. A survey was conducted and a draft restriction of 32 feet was put in place by Capt. Powell on December 31, 2015. The ship scheduled for Humboldt was diverted to Coos Bay. Capt. Petrusha spoke with the USACE and they hope to have a survey crew available in the next week or so. The dredge ESSAYONS is currently in dry dock and then they are scheduled to go to Hawaii. Dredge ESSAYONS is currently scheduled to be in Humboldt Bay mid to late April. The need to do a shoal study was brought up again. It was mentioned that the USACE began work on a Long Term Shoal Management Study years ago however, the Harbor District was unable to come up with the cost share to continue the work. Winter currents have been metered at 5 knots from the south and when the Eel River is flushing lots of sediment in the winter, aerial photos show the sediment bloom following the

coast and turning into Humboldt Bay. Mr. Ferguson asked about the regular survey schedule. Capt Petrusha stated the USACE typically does a survey every February. Capt. Zerlang asked about the USACE commitment to the Deepening Project that took place and that the Harbor District is paying for. Capt Petrusha stated that the Harbor District reviewed the USACE agreement to maintenance dredge to the authorized -48 feet and the agreement does have a clause that says if funding is available. The USACE has always been very helpful and in the USACE budget presented to Congress each year, the USACE always ask for full funding to dredge Humboldt Bay to authorized depths. However, Congress has not authorized full funding.

7. Status/Updates

a. Oil Spills/Accidents. .

Mr. Gartman reported lots of sheen has been reported due to the runoff from the rains. A vessel sunk in Noyo at Dolphin Isle and did release some product. An accident occurred on a commercial fishing vessel 12 miles off Pt. Arena. A crewman was hit in the head by steel rigging cable and the Captain of the vessel requested USCG assistance. A USCG helicopter from Humboldt Bay airlifted the injured crewman and he was flown to Ukiah Medical Center. It was determined that the crewman had a fractured skull and was transported to Santa Rosa Trauma Center for medical treatment.

Mr. Dayton reported a C. Renner fuel trailer overturned on 101 at Big Lagoon. There was an estimated release of 1295 gallons of fuel. Earth berms, hard boom and pads were used. The RP was able to pump off the fuel into another trailer. The Lagoon breached to the ocean on the 13th. There was one confirmed oiled duck. Due to the location of the spill Caltrans HazMat was the lead and NWFF was the spill responder. Pads are being changed about every other day. Mr. Bishop asked about the Area Plan. Mr. Dayton responded that due to the location, there were complications with spill.

b. **Abandoned Vehicles/Vessels/Debris.** Mr. Gartman reported a sailing vessel sank in Noyo and may end up in the navigation channel.

c. **Boater Safety.** No report.

d. **Navigational Aids.** Buoy #2 is off-station; the USCG mooring ball is still an issue with boaters. Mr. Finch asked that boater complaints be funneled to his office at 707-269-2550. Mr. Garvey added that the mooring ball has been a tremendous benefit to the 87 footers and the mooring ball has been added to the navigation charts.

e. **Ship Traffic.** Capt. Powell reported a ship is tentatively scheduled for February to receive ½ a load of wood chips. Capt. Petrusha reported a 200 foot riverboat may arrive this Saturday from San Diego heading to a boat yard in Portland. Two 85 foot safe boats being delivered to the US Navy stopped in for a night. Capt. Zerlang reported that California Redwood Company may be receiving a new fendering system.

f. **Navigational Chart Changes.** No changes.

8. **Potential Bay Projects.** LCDR Garvey reported that the pier at USCG Station is falling apart and USCG is not using the pier.

Capt Petrusha reported the Harbor District dredge is ready for use and the Harbor District is tentatively scheduled to dredge in the King Salmon area in August. Permits are almost in place. The dredge pipe may run outside the King Salmon Channel, along the Fields Landing Channel then follow the railroad tracks to White Slough. The District is purchasing more dredge pipe and is working on a booster pump.

Capt. Petrusha reported that the PORTS equipment washed off of Buoy #2. There is a spare but we will wait until the Buoy goes back into position.

9. **Reports/Presentations**

- a. **USCG.** Mr. Gartman reported that he will be heading to Kentucky. His replacement should be here in May.

Mr. Garvey reported that the USCG is looking to forward deploy a 47 foot lifeboat to Crescent city for the Dungeness crab opener.

- b. **USACE.** No report.
- c. **OES.** No report.
- d. **CPB.** No report.
- e. **OSPR.** Mr. Macaspac reported that SB 414 signed by the Governor requires OSPR to direct Harbor Safety Committees to assess the presence and capability of tugs within their respective regions to provide emergency towing or tank and nontank vessels to arrest their drive of guide emergency transit. Mr. Bishop is working on this with LA/LB and will keep the Committee informed.
- f. **HC Sheriff.** No report.
- g. **NOAA.** Mr. Ferguson reported that with El Nino, tides have been almost one foot above normal.
- h. **Coastal Commission.** Mr. Bishop reported that the Refugio Oil Spill is still in the Maintenance and Monitoring phase and they are watching the winter storms.
- i. **Member Reports.**
Mr. Allen is looking forward to the Steelhead Festival in February.

10. **Other.**

Mr. Hulbert reported that the Crab Crawl Festival will take place January 29 and 30 in Eureka.

The next Harbor Safety meeting is scheduled for [THURSDAY, March 17, 2016](#)

Meeting adjourned at approximately 1033 hours.

Respectfully submitted,
Suzie V. Howser, Port of Humboldt Bay