HARBOR SAFETY PLAN OF HUMBOLDT BAY

Revised 2022

Humboldt Bay Harbor Safety Committee

Harbor Safety Plan of the Humboldt Bay Area

TABLE OF CONTENTS

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INTRODUCTION

Humboldt Bay Area Harbor Safety Plan Boundary

The plan boundaries for the Humboldt Bay Area Harbor Safety Plan include all submerged lands between Shelter Cove, California and Trinidad Head, California, from a shoreline elevation of mean higher high water, seaward for three (3) miles including all submerged lands of Humboldt Bay (Inner Harbor). The open water boundary of the "Harbor" shall be defined as the area centered on the Humboldt Bay Sea Buoy and extending radially outward for one mile then landward to the perpendicular intersection with the north and south spits. See Appendix I for a boundary map of the areas under the jurisdiction of the Humboldt Bay Area Harbor Safety Committee.

Humboldt Bay Area and Port of Humboldt Bay

The Humboldt Bay Area is located approximately 225 nautical miles north of San Francisco, California. Humboldt Bay is a protected harbor. The mouth of the bay is much smaller than the body of water held behind it and open water conditions do not prevail. Humboldt Bay is the only deep-water harbor between San Francisco, California and Coos Bay, Oregon.

The economy of the area is based upon forest products production and tourism of the nearby Redwood Forests. A small fishing fleet is also supported by local offshore fisheries. The Humboldt Bay and Harbor exports raw and processed timber products. The North Bay supports the largest oyster beds in California, producing more than 50 percent of the State's domestic oyster harvest.

There is only one bulk fuel terminal, handling both diesel and gasoline fuel, located in Humboldt Bay. Shipments of petroleum products (gasoline and diesel) range in frequency from every four days to every ten days. Englund Marine, located along the south side of the Eureka Inner Reach, is the primary source of fuel, supplying gasoline and diesel to recreational and commercial vessels. Englund Marine's fueling dock is located at 2 Commercial Street, Eureka, California, North of the City of Eureka Public Marina (Coordinates: 40° 48' 16" N, 124°10'28" W). Vessels dock bay side and climb a ladder to access the fuel pumps. There are 2 docks, one for small vessels, and the main dock is for large vessels. Fueling is only available from the above ground, over-water, bayside fuel pumps and cannot be accessed from land.

The main traffic corridors through Humboldt County are U.S. Highway 101, also known as the Redwood Highway and Highway 299. Highway 299 is a S. T. A. A. (Surface Transportation Assistance Act of 1982) (https://dot.ca.gov/programs/traffic-operations/legal-truck-access/truck-network-map) approved route connecting Humboldt Bay to the National Maritime Freight Highway System.

The Humboldt Bay Harbor, Recreation and Conservation District was formed in 1973 by act of the state of California per the California Harbors & Navigation Code. The District was established for the acquisition, construction, maintenance, operation, development, and regulation of harbor works and improvements, including rail, water, and air terminal facilities, for the development, operation, maintenance, control, regulation, and management of Humboldt Bay upon the tidelands and lands lying under the inland navigable waters of Humboldt Bay, for the promotion of national and international commerce, navigation, fisheries, and recreation theron, and for the development and protection of the natural

resources of the area. The District has jurisdiction over All tide, submerged, and other lands granted to the District. Humboldt Bay is defined to include all rivers, sloughs, estuaries, and areas tributary to Humboldt Bay, subject to tidal action, provided that only those portions of Tuluwat, Woodley, and Daby Islands bayward of the mean high tide line shall be under jurisdiction of the District. *(CA Harb & Nav Code § Div 6 Dept. of Boating and Waterways- Harbors and Ports, Appendix II, ch 1, ch 4, ch 5, ch 5.5)*.

The population for Humboldt County is approximately 136,463 (https://www.census.gov). The City of Eureka has a population of approximately 26,512 (https://www.census.gov) and is the largest city in Humboldt County. The county seat is in Eureka, and as such, the city of Eureka is a hub to outlying areas.

Humboldt Bay Area Harbor Safety Committee and Plan

The Humboldt Bay Area Harbor Safety Committee (HSC) was mandated by the Lempert-Keene-Seastrand Oil Spill Prevention and Response Act of 1990 (ACT). On November 20, 1991, the California Department of Fish and Wildlife's (CDFW) Office of Oil Spill Prevention and Response (OSPR) officially appointed the Committee. The ACT required the Committee to review and evaluate the following:

1. Sounding checks;
2. Anchorage designations;
3. Traffic and routings from port construction and dredging projects;
4. Procedures for routing vessels during emergencies that impact navigation;
5. Communications systems;
6. Channel design plans;
7. Placement and effectiveness of navigational aids;
8. Bridge management requirements;
9. Small vessel congestion;
10. Recommendation as to whether establishing or expanding VTS systems within the harbors is desirable, and recommendation for funding VTS systems and other projects;
11. Recommendation determining when a tugboat(s) must accompany tankers;
12. Competitive aspects of recommendations; and,
13. Suggested mechanisms to ensure that the provisions of the plan are fully and regularly enforced.

The ACT further requires that the Harbor Safety Plan (HSP) be submitted to the OSPR Administrator subject to an annual review on or before July 1st of each year. On March 24, 1992, and April 27, 1992 letters were submitted to OSPR requesting an extension of the December 31, 1991 deadline until August 1, 1992, and on July 28, 1992 a letter was submitted to OSPR requesting an extension of the August 1, 1992 deadline to October 1, 1992.

On or before July 1 of each year, the ACT also requires that the Harbor Safety Committee report its findings and recommendations to the Administrator concerning the safety of its harbor and any recommendations for improving tanker and barge safety in the harbor by amending the provisions of the Harbor Safety Plan, or through other means.

In developing the Harbor Safety Plan, the committee reviewed all aspects of vessel operations and safety procedures in Humboldt Bay area and the Port of Humboldt Bay. The primary effort was to improve both harbor safety and the protection of the environment.

The following is the present membership of the Committee:

Port Authority

Member
Mr. Larry Oetker Executive Director
Humboldt Bay Harbor, Recreation and Conservation District
Alternate
Mr. Chris Mikkelsen
Humboldt Bay Harbor, Recreation and Conservation District

Coastal Commission

Member
Mr. Jonathan Bishop
Oil Spill Program Coordinator, California Coastal Commission
Alternate
Vacant

Local Law Enforcement

Member
Deputy Travis Rogers
Humboldt County Sheriff's Department
Alternate
Vacant

Tug Operator

Member
Capt. Leroy Zerlang (Chair)
Coos Bay Tug / Zerlang and Zerlang Marine
Alternate
Vacant

Bar Pilot

Member
Capt. John Powell
Humboldt Bar Pilots
Alternate
Capt. Tim Petrusha
Humboldt Bar Pilots

Tank Barge Operators

Member
Mr. Ross McDonald
Sause Bros. Tug and Barge
Alternate
Vacant

Dry Cargo Vessel Operators

Member
Ms. Julie Moug (Vice Chair)
Figas Construction
Alternate
Mr. Pete Jackson
Green Diamond

Non-Profit Environmental Organizations

Member
Mr. Adam Canter
Wiyot Tribe

Pleasure Boating

Member
Ms. Bridget Hand
Humboldt Bay Aquatic Center
Alternate
Mr. Kent Hulbert
Humboldt Area Saltwater Anglers

Commercial Fishing

Member
Mr. Harrison Ibach
Humboldt Fishermen's Marketing Association
Alternate
Vacant

National Oceanic Atmospheric Association

Member
Mr. Jeffrey Ferguson California Navigation
Manager NOAA Office of Coast Survey
Alternate
Ms. Rebecca Smyth NOAA Office of Coast Survey San Francisco Bay Area

U.S. Coast Guard Captain of The Port

Member
Capt. Taylor Lam, Commander
U.S.C.G. Sector San Francisco
Alternate
Capt. Jordan Baldueza, Deputy Sector Commander
U.S.C.G. Sector San Francisco
Commander Hale Allegretti, Chief of Prevention
U.S.C.G. Sector San Francisco

U.S. Coast Guard Local

Member
Chief Warrant Officer Adam Shilts
Supervisor Marine Safety Detachment Humboldt Bay
Alternate
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Marine Safety Detachment Humboldt Bay

U.S. Army Corps of Engineers

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Navigation Program Manager USACE San Francisco District
Alternate
Mr. Peter Mull
Project Manager USACE San Francisco District

Office of Spill Prevention and Response

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Oil Spill Prevention Specialist
CA Department of Fish and Wildlife

Office of Spill Prevention and Response Local

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CA Department of Fish and Wildlife

General Geographic Information for Humboldt Bay

Humboldt Bay is a landlocked harbor on the coast of Northern California, about 225 nautical miles north of San Francisco and about 156 nautical miles south of Coos Bay, Oregon.

The greater Humboldt Bay consists of two large bays connected by a long, narrow channel and separated from the ocean by two long, narrow spits. From the entrance, Humboldt Bay extends north and south a distance of approximately 14 miles, varying in width from 0.5 to 4 miles, and covering an area of over 17,000 acres. Humboldt Bay is surrounded by rolling terraces, steep mountains, and narrow valleys typical of the coast ranges of the region. Dense forests of redwood and Douglas fir cover much of the area. Humboldt Bay is the only harbor between San Francisco and Coos Bay with channels deep enough to permit passage of large, commercial, ocean-going vessels. Humboldt Bay has a 48-foot Bar and Entrance Channel and 38-foot Samoa Channel. Both the South Bay and Eureka channels are 26 feet deep. The water surface of Humboldt Bay covers over 26 square miles at high tide and about 8 square miles at low tide.

The entrance to Humboldt Bay is bordered by two stone mound jetties approximately one-half mile apart and extending perpendicularly from the ends of two long, narrow sand spits that separate the shallow bay from the ocean. Humboldt Bay has a 48-foot-deep Bar and Entrance channel, and 38-foot-deep Samoa Channel. Both the South Bay and Eureka channels are 26-feet-deep.

The topography of the Humboldt Bay area is relatively flat and characterized by bay waters, tidal flats, and slightly elevated flat to gently rolling terraces. Humboldt Bay is bordered on the south by Table Bluff ridge and on the north and east by rugged mountains. Freshwater and Jacoby Creeks discharge into Arcata Bay on the north and Elk River and Salmon Creek discharge into the central portion of Humboldt Bay and into South Bay, respectively. These streams and their corresponding sloughs are tidal, extending from one to two miles inland from their mouths. The flood plains are uniformly level grasslands, marshlands, and mud flats. There are many smaller tidal sloughs at the north end of Humboldt Bay near Arcata. The Mad River Slough is an abandoned mouth of the Mad River extending inland for about three miles. The present mouth of the Mad River is located approximately five miles north of Humboldt Bay. (See Appendix I – 1 Location Map)

Because of its general geomorphology, Humboldt Bay is usually divided into three distinct areas: North or Arcata Bay, Middle or Entrance Bay, and South Bay. The southwest ends of Woodley and Tuluwat Islands may be considered the south end of North Bay. South Bay extends south of the South Spit Jetty and King Salmon.

North Bay covers about 13 square miles and is 5.8 miles at its longest and 11 miles at its widest points. It is bounded by North Spit to the west, Arcata Bottoms to the north, Bayside Bottoms and Fickle Hill to the east and Eureka to the south. Tuluwat Island, Woodley Island, and Daby Islands are all located in the southern portion of North Bay. McDaniel Slough, Jacoby Creek, and Freshwater Creek all discharge

fresh water into the North Bay. Mad River Slough, located in the northwest portion of North Bay, does not normally discharge fresh water. During flood conditions on the Mad River, floodwaters may overflow into the slough, and thus into the Bay.

North Bay is extremely shallow, with over one-half the area (approximately 7 square miles) exposed at low tide. These tidal flats are dissected by several deep channels and numerous shallow channels. Samoa Channel (38-feet-deep Navigation Channel) and Eureka Channel (26-feet-deep Navigation Channel) are the principal commercial waterways of North Bay. The Arcata Channel located in the extreme North Bay (18 feet deep and 150 feet wide) is no longer used for commercial navigation and has not been maintained since 1931.

Entrance Bay (48 feet deep Navigation Channel) is approximately 5 miles long and a maximum of one mile wide. It is bounded by North Spit to the west, and Eureka and the Elk River floodplain to the east. Unlike North and South Bay, it consists of a single deep channel, with generally steep sides. Elk River, the largest freshwater source in Humboldt Bay, empties into Entrance Bay.

South Bay (26 feet deep Navigation Channel) covers approximately 7 square miles, with a maximum length of 4 miles and maximum width of about 2.5 miles. It is bounded by South Spit to the west, Humboldt Hill and Beatrice Flats to the east and Table Bluff to the south. Salmon Creek is the only freshwater source which discharges into South Humboldt Bay.

South Bay is like North Bay with respect to the broad expanses of tidal flats. These flats are also incised by tidal channels. Only one, the Fields Landing Channel, is used commercially and is maintained by the United States Army Corps of Engineers (USACE).

Separating the Bay from the ocean are two long sand spits with a narrow inlet between them. North Spit is about 10 miles long and 0.5 to 0.9 miles wide. Much of this spit consists of large dunes, up to 50 feet high and heavily forested in places. South Spit is about 4 miles long and varies from 0.1 to 0.7 miles in width; it consists of sparsely vegetated dunes much smaller than those on North Spit.

The entire Humboldt Bay watershed encompasses approximately 223 square miles. The Mad River (to the north) occasionally overflows into the Bay under flood conditions. The Eel River (to the south) is separated from Humboldt Bay by Table Bluff.

Lowlands to the north and east consist of creek and river floodplains, and former tidal marshes that were diked and drained for agricultural purposes. These lowlands are bordered by low foothills of the Coastal Range. Farther to the east the terrain becomes more mountainous, with elevations of 3,000- 5,000 feet and narrow steep canyons.

Eureka is the principal city adjacent to Humboldt Bay. It serves as the County seat and commercial center of the region. Arcata is the only other incorporated city adjacent to Humboldt Bay and is the location of Humboldt State University. Other communities in the Humboldt Bay area include Bayside, Fairhaven, Fields Landing, King Salmon, Manila, and Samoa.

The commercial/industrial portion of Humboldt Bay is generally located in mid-Humboldt Bay between the southern end of the Fields Landing Channel and the Samoa Bridge to the north. Within this area, coastal dependent industrial uses exist on the east side of the Samoa Spit, along a one mile stretch of Eureka's shoreline and along a similar length of the Fields Landing Channel in the community of Fields Landing. In 2007, the Harbor Safety Committee of the Humboldt Bay Area adopted a dock address system listing 60 docks and structures within Humboldt Bay. The dock addresses are listed by port area, Universal Location Code, channel, common name, AIS destination code and latitude/longitude.

See Appendix IX for Humboldt Bay Berth Codes.

For additional information on the port area and services, please consult ***www.humboldtbay.org***.

The local seismic history is active, extremely complex, and not fully understood. Humboldt County is considered not as active as other counties in California, primarily those counties bordering the San Andreas Fault. Destructive earthquakes occur occasionally, such as the April 1992 quake (Richter magnitude 7.1), which was centered 30 miles south of Eureka. A Richter magnitude 7.0 earthquake occurred in November 1980, located on a possible ocean ward extension of the Mad River Zone. The epicenter was located approximately 5 miles offshore of Patrick's Point, 22 miles from Eureka, and was approximately 12 miles deep.

Shelter Cove

Shelter Cove is about 60 ocean miles south of Humboldt Bay. It lies under the south face of Point Delgada and affords fair shelter in northwest weather but is exposed and dangerous with south or southeast winds. Occasionally a swell may run in the cove. There are no wharves in the cove. Shelter Cove Beach is a long, dark sand beach on the south side of the town of Shelter Cove. The beach is protected from the west by Point Delgada and a rock jetty that was built in 1980. The breakwater / jetty was later improved in 2010.

The rocks, covered 1 to 5 fathoms south of Point Delgada, can be avoided in approaching Shelter Cove by staying over 200 yards south of the lighted whistle buoy and east of the bell buoy.

From Point Delgada the coast extends northwest for 19 miles to Punta Gorda and is backed by steep mountains covered with chaparral and trees. A black sand beach, 0.8 miles north of Point Delgada, extends north for 4 miles. Kaluna Cliff overlooks the south end of the sand beach, and its steep face, scarred by frequent slides, is a noticeable landmark.

Shelter Cove Fishing Preservation, Inc. is a non-profit group formed in 2018 to preserve the fishing heritage of Shelter Cove by providing permanent access to fishing and other recreational and commercial maritime activities through the port of Shelter Cove. They currently operate the public boat launch facility and tractor pull boat launch and retrieval services.

More information and the history of Shelter Cove can be found at:

www.sheltercovefishingpreservationinc.org

Trinidad Head

Trinidad Head is nearly 39 miles north-northeast of Cape Mendocino and 17.5 miles north of the entrance to Humboldt Bay. It rises to a height of 380 feet. The sides are steep and covered with chaparral. From north or south the head is generally seen as a dark round-topped island. Near the north end it is joined to the mainland by a narrow neck, from the south side of which Little Head, a rocky knoll 125 feet high, projects into Trinidad Harbor. The white cross 200 yards north of the south point of Trinidad Head is prominent.

Trinidad Head Light, 196 feet above the water, is shown from a 25-foot white square tower near the southwest side of the head. A lighted whistle buoy is 1 mile west of the head. A fog signal is at the light.

Trinidad Harbor, a small cove east of Trinidad Head, affords shelter in northwest weather, but is dangerous in west or south weather. The cove is small and is further constricted by several rocks, and as a rule, there is always a swell even in north weather. The harbor is used by fishing boats. The pier has been reconstructed and is actively utilized by commercial fishermen and recreational anglers to a considerable extent during the summer, even though the holding ground is only fair. A pier with a fish house and restaurant is in the bight west of Little Head. Fish are unloaded at the pier and are trucked to Eureka and San Francisco. A small marine railway near the foot of the pier is used for launching and retrieving small craft up to 26 feet long and 9 feet wide.
More information on Trinidad Harbor is available on their website:
http://www.seascape-pier.com/home

REF: 14 CCR 802(b)(2)

HARBOR CONDITIONS

Weather

Existing and Expected Weather. Humboldt Bay has a year-round maritime influenced climate. The rainy season is from October to April, during which 90% of the precipitation falls. The annual average rainfall is 38 inches. The dry season is from May to September and is marked by considerable fog and low clouds. The fog usually clears by late morning. The prevailing wind is from the northwest, with most storms approaching from the north. Typical yearly temperatures range from lows in the mid-30s to highs in the low 70s (degrees Fahrenheit). Record highs have reached the 80s and lows have approached 20 degrees.

Tides

There are two tide cycles every twenty-five hours. Each cycle occurs 50 minutes later each day.

The tidal range between mean lower low water (MLLW) and mean higher high water (MHHW) is 6.4 feet at the Bay Entrance, 6.7 feet at Eureka and Fields Landing, and 7.0 feet at Samoa. Extremes may vary from 11 feet or more between tide cycles. The 1964 Alaskan earthquake produced a 6-foot tide change in 20 minutes in the Samoa Channel.

Tidal currents generally parallel the federally maintained channels. Maximum tidal current velocities during flood and ebb cycles are approximately 2 to 3 knots in the North Bay Channel and 2 to 4 knots in the entrance channel. The 1964 Alaskan earthquake produced a tsunami-induced current of approximately 14 knots in the Samoa Channel.

Making the turn from the approach to the entrance range is abrupt and difficult to make under certain conditions of wind, sea, and current. Strong and variable tidal and non-tidal currents, rough seas, breaking waves, wind and fog often adversely affect navigation in the entrance channel.

Shoaling

Shoaling conditions can exist in the bar and entrance channels. The conditions are unpredictable but occur more often in the winter months or upon the onset of inclement weather. Historically, moderate winter storms have created dangerous shoaling spots as streams of sand flow upward from the entrance of the ship channel. This shoaling not only creates shipping hazards but has forced the Humboldt Bay Bar Pilots to impose restrictions on vessel drafts. Emergency dredging has been necessary.

Some of the more prominent shoaling areas include the Bar Channel in the vicinity of Buoy 2 and the tip of the south jetty; the Entrance Channel; the 110-degree turn in the vicinity of Buoy 7 and Buoy 9; the area around Buoy 10, and the area around

Lighted Beacon No. 16. (See Appendix I - 4 Map of Humboldt Bay)

Poor visibility because of surf haze and fog may also hamper vessel operations.

REF: 14 CCR 802(b)(3)(A)

HARBOR DEPTHS AND CHANNEL DESIGN

Channel Depth

The Federally authorized and maintained navigation channels in Humboldt Bay, from south to north (as noted in Appendix I – 3, Humboldt Bay Area Facilities Map) are as follows:

Fields Landing Channel - 26 feet deep (MLLW) (28 feet with overdredge), and 300 feet wide.

Fields Landing Turning Basin - 26 feet deep (MLLW) at mile 3.16 (lower end of Fields Landing Channel) - 300 to 800 feet wide, and 600 feet long.

Bar and Entrance - 48 feet deep (MLLW) (50 feet with overdredge), and 2100 feet wide at seaward mile 1.0 NM tapered to 750 feet wide at seaward mile 0.18, and 500 wide from seaward mile 0.18 to mile 0.75.

Turn – (110 degree turn) - 48 feet deep (MLLW) (50 feet with overdredge)

North Bay Channel - 38 feet deep (MLLW) (40 feet with overdredge), and 500 feet wide from mile 0.75 to mile 4.29.

Outer Eureka Channel - 38 feet deep (MLLW), and 400 feet wide between mile 4.29 and mile 5.0.

Inner Eureka Channel - 26 feet deep (MLLW) (28 feet with overdredge), and 400 feet wide between mile 5.0 and mile 6.30.

Samoa Channel - 38 feet deep (MLLW), and 400 feet wide between mile 4.29 and mile 5.84.

Samoa Turning Basin beyond mile 5.84 (upper end of Samoa Channel) - 38 feet deep (MLLW) (40 feet with overdredge), and 400 to 1000 feet wide, and 1800 feet long.

Arcata Channel - 18 feet deep and 150 feet wide. Abandoned since 1931, it is no longer maintained.

Design

The Humboldt harbor channels were designed to conform to the historic tidal drainage patterns of Humboldt Bay. In design of the channels and other navigational features, adequate clearance between the vessel keel and the channel bottom must be considered. Clearance factors must allow for vessel squat, trim, maneuverability, and wave action. The Humboldt Bay Harbor District has established rules requiring a two-foot under keel clearance on all vessels over 300 gross tons while transiting navigation channels.

The U.S. Army Corps of Engineers monitors channel depth, width, and alignment at least annually, and consults with the Harbor District and others concerning any changes. The Corps of Engineers completed a long-term shoal management study of the bar/entrance channel to Humboldt Bay authorized by Section 216 of the 1970 Flood Control Act. The basis of the study was to investigate changed physical conditions that are the causes of unanticipated shoaling in the Humboldt Channels. Funding for the reconnaissance phase of the study was appropriated in the Energy and Water Development Appropriations Act of 2004. The purpose of the analysis was to determine if there was a Federal interest in participating in a cost-shared feasibility study to provide navigation improvements to Humboldt Harbor and Bay, specifically to address the changed conditions (i.e., shoaling) in the Bar and Harbor Entrance and North Bay Channels. The analysis resulted in the finding that there is a Federal interest in continuing the study into the feasibility phase. The analysis reviewed numerous reports concerning Humboldt Bay and Harbor, including an April 1995 Final Feasibility Report and Environmental Impact Statement/Report for Navigation Improvements, Humboldt County, California by the Army Corps. The analysis identified existing shoaling conditions worsened yearly by weather storm patterns as the main cause of necessary depth restrictions placed on the bar and entrance channel. These restrictions can last up to 6 months of the year depending on federal funding availability for bi-annual dredging. Dredging of the North Bay, Eureka, Samoa, and Field's Landing Channels are secondary to the Bar and Entrance channels dredging. Not only are shoaling conditions dangerous but carry economic impacts. Public concern has been expressed regarding how a safe entrance for all ocean-going vessels is essential to the local economy. Humboldt Harbor was known as a treacherous entrance before the shoaling issues started. The two main factors that make the entrance dangerous are the semi-permanent sand bar in and near the entrance, and large ocean waves. Shoaling between November and April impedes navigation by reducing channel depth. This prevents large draft vessels (primarily vessels with a draft greater than 30 feet) from entering the harbor. To reduce their draft, some vessels reduce their tonnage resulting in loss of production and greater transportation costs. Shoaling can also result in ship groundings. Ship groundings not only damage vessels but can carry potential risk to human life and safety and risk of catastrophic environmental pollution.

Eleven alternatives to reduce shoaling were developed based on a 2004 multi-agency meeting that included bar pilots, tug captains, coastal engineers, and stevedores. The eleven alternatives are believed to be inclusive of all technically realistic alternatives to reduce shoaling. These alternatives were categorized into three groups based on how they reduce shoaling. The three alternative groups are: (a) sediment removal alternatives (dredging); (b) sediment blocking alternatives (coastal structures); or (c) any combination of (a) and (b). All alternatives still include annual dredging maintenance and would supplement and hopefully stabilize or reduce the amount of maintenance dredging needed at Humboldt.

There is a strong Federal interest in conducting the feasibility study based on the alternatives proposed. There are several alternative plans that appear likely to produce navigation benefits in excess of project costs. The feasibility study requires a 50 percent match of funds from the Humboldt Bay Harbor District as the local sponsor. The study was terminated due to a lack of funds produced. Without alternatives provided for reducing shoaling conditions in Humboldt Bay, it is assumed that the Bar Pilots and Harbor District would continue to address the shoaling problem by imposing draft restrictions ranging from 18 to 33 feet depending on the severity of the shoaling.

U.S. Army Corp of Engineers. (Aug 2005). HBH 905(b) Analysis Final Aug 05 (002) Section 905 (b) (WRDA 86). Philip T. Feir, LTC, EN Commanding.

REF: 14 CCR 802(b)(3)(D)

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Recommendations

MONITORING THE IMPROVED CHANNELS

The Harbor Safety Committee has evaluated the current dredging program to determine accurate depth information and found that improvements were necessary.

a. *Because of adverse weather conditions some channel areas of Humboldt Bay can shoal very quickly. The U.S. Army Corps of Engineers needs to continue to monitor the channels to assure that sufficient depths are maintained for safe vessel passage. The Entrance Channel and North Bay Channel shall be maintained at the project depth to minimize the risk of grounding. This recommendation is to be conducted and funded by the U.S. Army Corps of Engineers.*

b. *Soundings associated with existing annual harbor dredging operations by the U.S. Army Corps of Engineers are conducted between April and October, and include the Bar Channel, Entrance Channel, North Bay Channel, and the Samoa Channel. These dredge related soundings are considered adequate for traffic safety during the summer season providing that such dredging project-related soundings do commence with the "conditional" sounding in April, which is deemed necessary to indicate post-storm season conditions. Should the U.S. Army Corps of Engineers change existing dredging schedules; these areas will require sounding in April for traffic safety. This recommendation to be conducted and funded by the U.S. Army Corps of Engineers.*

c. *Monthly soundings from December to March from the Bar to Beacon No. 11. This recommendation to be conducted and funded by the U.S. Army Corps of Engineers.*

d. *The above sounding information is to be provided in a timely manner to the Humboldt Bay Harbor District and to shipping agents who request it from the Corps of Engineers.*

e. *In 2004 the Humboldt Bay Harbor, Recreation and Conservation District partnered with the U.S. Army Corps of Engineers (USACE) to develop a long-term sediment management program aimed at a permanent solution to minimizing shoaling at Humboldt Bay's entrance between buoy 2 and the south jetty. In 2005 the USACE completed the reconnaissance phase of this project. The next phase of the project is to complete a feasibility study of the nine potential remedies to the shoaling issue. To initiate the feasibility study, the USACE requires a 50/50 match of the approximately three-million-dollar project. The Harbor Safety Committee recommends the State of California, through proposition 1B, funds the State's share of the match. The OSPR sent a letter, in 2008, to California Transportation Commission asking that Proposition 1B funds be used to cover the 50% local cost share necessary to conduct the long-term sediment management feasibility study as described in item "e" above.*
The OSPR sent a letter, in 2009, to U.S. Army Corps of Engineers to perform items "a-d" above as part of a program to determine and portray

accurate depths for Humboldt Bay. No funding was initiated for the feasibility study to improve the design of the Bar and Entrance channel.

f. In August of 2017, a Coastal Regional Sediment Management Plan was completed of the Eureka Littoral Cell. An environmental impact report has also been completed. The CRSMP identified the Eureka Littoral Cell as having significant issues associated with fine sediments which affects local dredging as well as numerous other environmental issues including sea level rise.

Recommendations

Recommendation 1

Each public facility shall maintain the channel project depth of the berth. Industrial and other private docks shall maintain a depth sufficient for intended use. Soundings shall be performed on a periodic basis, at least annually, to verify the depth of water in and to each berth. This recommendation to be conducted and funded by the Owner of the respective Berth.

Recommendation 1 is currently practiced by facilities within the Harbor. No action is required by the OSPR at this time.

Recommendation 2

The Harbor Safety Committee recommends that the U.S. Army Corps of Engineers implement the recommendation to finalize the evaluations that were identified in the Humboldt Bay Long-Term Sediment Management Study (CWIS # 081540; P2 Project # 105098) to reduce and prevent shoaling in the Bar and Entrance Channels.

TSUNAMI

A Tsunami generated by an earthquake along the Cascadia Subduction Zone or on the Mendocino Fault / Northern San Andreas Fault could arrive in just minutes after the initial shock. The lack of warning time from such a nearby event will result in higher casualties than if it were a distant tsunami source.

For tsunamis originating at distant sources, the West Coast Alaska Tsunami Warning Center will provide initial warning notification to local emergency response agencies in time to warn and evacuate threatened coastal areas.

On March 11, 2011, the M9.0 Tohoku (Tohoku-Chiho Taiheiyo-Oki) Earthquake occurred near Sendai, Japan and sent a series of tsunami waves to the west coast of the United States within 8 to 10 hours. Widespread damage occurred along the coast including the sinking of 35 vessel and complete destruction of the Crescent City harbor.

For the Port of Humboldt Bay, weather conditions would not allow vessels to cross the bar safely to get to deep water and the only two vessels able to depart Humboldt Bay were the US Coast Guard 47-foot motor lifeboats. Prior to the earthquake and tsunami, local sea conditions were predicted to rise to 18 to 20 feet with Gale winds forecast for the entire week. Crescent City vessels that had gone to sea in advance of the tsunami were able to make it into Humboldt Bay prior to the advancement of the storm.

The California Department of Conservation has prepared interactive tsunami maps for every coastal county in California. Their website also reviews the history of tsunamis in the Pacific Ocean and California, provides technical reports, education, and preparedness information. More information may be found at:
https://www.conservation.ca.gov/cgs/tsunami.

Cal Poly Humboldt (formerly Humboldt State University) actively participates in the Redwood Coast Tsunami Work Group with support from the California Office of Emergency Services. They have published regional brochures for Humboldt County including maps of tsunami hazard areas and preparedness checklists entitled *Living on Shaky Ground*. See Appendix ## for the County of Humboldt Tsunami Hazard Area Map. More information may be found at:
https://rctwg.humboldt.edu/home.

The County of Humboldt Office of Emergency Services has developed a tsunami plan for the County of Humboldt as part of their emergency operations plan.

The National Weather Service Forecasting Office in Eureka has acquired warning sirens to be used as part of the early warning system for numerous communities along the North Coast as part of the implementation of the County plan. The sirens and evacuation drills are performed each year as part of California Tsunami Preparedness Week. More information may be found at:
https://www.tsunamizone.org/california/ and https://www.tsunami.noaa.gov/.

Recommendation 1

If a major earthquake or tsunami occurs within the Humboldt Bay region, the Port Authority will make every effort to contact the U.S. Army Corps of Engineers to survey the channels and entrance if adverse conditions are noted.

If a surveyor cannot respond to the request within a reasonable length of time, the Port Authority may contact NOAA for assistance in this matter. The Point of Contact is the California Navigation Manager for the Office of Coast Survey at 301-351-7798 or Chief of the Navigation Response Branch at 202-641-1801.

Action 1: Recommendation 1 will be followed by the Port Authority in the event of a major earthquake or tsunami in the Humboldt Bay region. No action is required by the OSPR at this time.

REF: 14 CCR 802(b)(3)(A)

Types of Aids to Navigation

The aids to navigation within Humboldt Bay Harbor and adjacent to it are as follows:

1. Fixed Aids: Steady, flashing, rotating, and radar reflecting.
2. Buoyed Aids: Flashing, and radar reflecting.
3. Channel Markers: Fixed and buoyed.
4. Audible Markers: Horn, bell, and whistle.

Humboldt Bay Entrance Small Boat Warning Light (LLNR 8136) is located at U.S. Coast Guard Station Humboldt Bay on the boat house jetty.

The Aids to Navigation Team Humboldt Bay presently provides quick response to reports (usually by harbor pilots) of any damaged or "off-station" navigational aids. Contact the Aids to Navigation Team Humboldt Bay at (707) 269-2550 for any repairs or replacement of damaged navigational aids, as well as missing or off-station buoys. Aids to Navigation Team Humboldt Bay provides quick response to reports (usually by harbor pilots) of any damaged or "off-station" navigational aids. Additionally, a USCG ship comes from San Francisco 2 to 3 times per year for maintenance and repairs on large scale Buoys.

For positions and specific description see Appendix VI Aids to Navigation; Humboldt Bay Navigational Chart (18622); Point Arena to Trinidad Head Navigational Chart (18620); Trinidad Head to Cape Blanco Navigational Chart (18600); current Light Lists are also available via the internet at https://www.navcen.uscg.gov/?pageName=lightListWeeklyUpdates and also at: https://charts.noaa.gov/InteractiveCatalog/nrnc.shtml#mapTabs-2.

Navigation Hazards in Humboldt Bay

Humboldt Bay is a shallow bay that has been improved for navigation by the regular maintenance of dredged channels. These channels are marked by lighted buoys and fixed lights, which constitute most of the Aids to Navigation.

Vessels currently experience sailing delays due to waiting for favorable tides.

The Harbor Entrance has been stabilized by the addition of stone jetties, which are marked by lights and foghorns. Some wharves or piers, which are parallel to or extend into the channels, are lighted by the U.S. Coast Guard or private entity. There are no natural rock hazards within Humboldt Bay.

Troy Nicolini of the National Weather Service - Weather Forecasting Office in Eureka along with Greg Crawford of Humboldt State University Department of Oceanography, have implemented a hazardous wave forecasting model for Humboldt Bay's entrance.

SWAN - Simulating Waves Nearshore, is a physics-based wave model for computing spectral wave energy within the nearshore environment. SWAN was developed by the department of environmental fluid mechanics at Delft University in the Netherlands. The SWAN model is currently in use at the Weather Forecasting Office (WFO) in Eureka, California. This SWAN implementation uses NOAA's WaveWatch III (WW3) global, deep water wave model and wind grids locally forecasted at the Eureka WFO to drive the SWAN model. The model routes the spectral wave energy from WW3 through a low resolution (3.5 km) outer grid to a high resolution (50 m) inner grid based around the Humboldt Bay harbor entrance. The SWAN model routes the spectral energy while accounting for energy sinks and sources such as bottom friction and wind. The highest resolution grid also uses tidal current data produced from a hydrodynamic circulation model to produce a first order approximation of wave- current interaction at the harbor entrance.

NOAA has assisted various ports throughout California with a Physical Oceanographic Real-Time System (PORTS) in providing weather, wave, currents, and other physical oceanographic conditions to local mariners on a real time basis. NOAA's Center for Operational Oceanographic Products and Services (CO-OPS) provides tide, water levels and current information to support maritime users. CO-OPS information can be found here: https://tidesandcurrents.noaa.gov/

The CO-OPS Physical Oceanographic Real Time System (PORTS) is a public/private partnership that provides real time meteorological, water level and current information. The data from the Humboldt Bay PORTS can be found here: https://tidesandcurrents.noaa.gov/ports/index.html?port=hb

PORTS data, when combined with up-to-date nautical charts and precise positioning information, can provide the mariner with a clearer picture of the potential dangers that may threaten navigation safety. Humboldt Bay is known to have some of the strongest currents of any major seaport in the United States. The PORTS program was designed and developed to provide real time data to the mariners and port operators throughout the country to help them avoid maritime accidents. The Humboldt Bay Harbor District, along with Cal Poly Humboldt, Chevron, and NOAA, have partnered since 2012 to install instruments at sites in Humboldt Bay to measure currents. The instruments are called Acoustic Doppler Current Profilers (ADCPs) and they determine current velocities by measure the travel times of sound as it interacts with objects in the water.

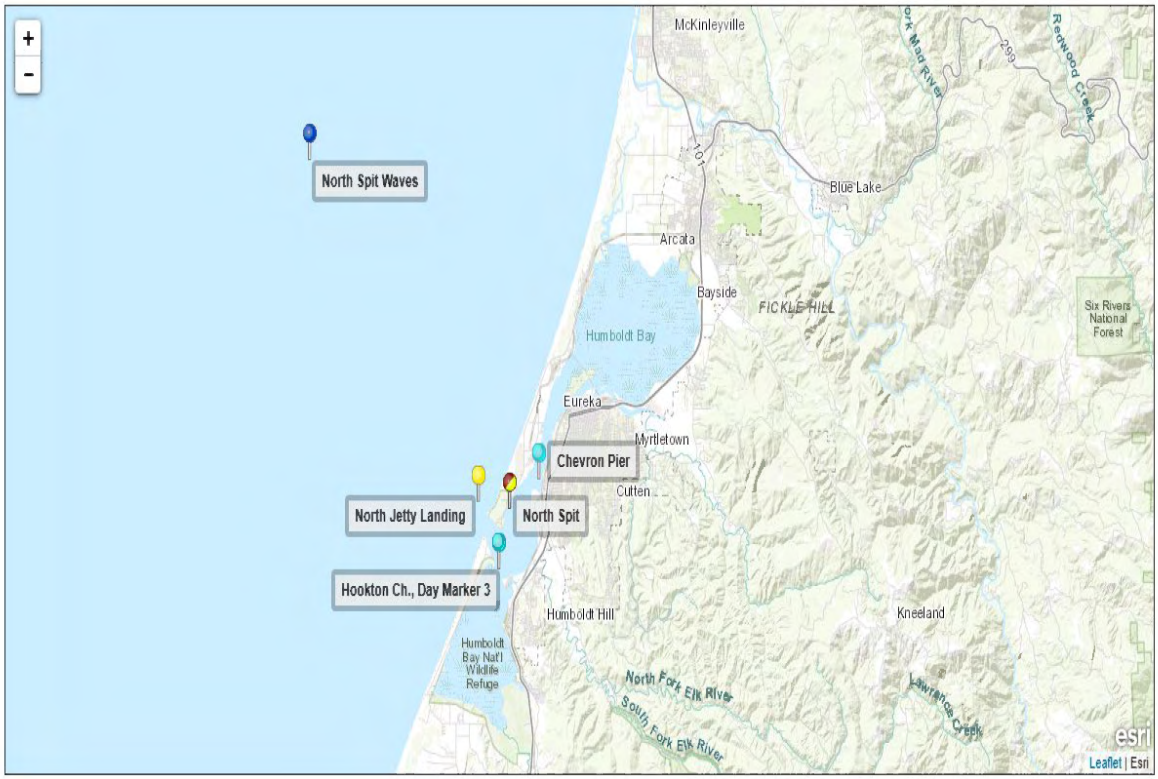

Figure 1- PORTS ACDPs Locations in Humboldt Bay

Scripps Institution of Oceanography Coastal Data Information Program (CDIP) operates and maintains Waverider buoys off the coast of Humboldt. Major funding for these buoys comes from the U.S. Army Corps of Engineers and the California Department of Boating and Waterways. There are currently two Waverider buoys located off Humboldt. Buoy 46213 near Cape Mendocino and buoy 46244 off Humboldt Bay's north spit.

The Humboldt Bay Harbor, Recreation and Conservation District through a Port Security Grant was able to obtain a camera system to monitor the Bar and Entrance channels. In cooperation with the U.S. Coast Guard and the National Weather Service, this camera system was installed in 2011.The Bar and Entrance camera is currently not in service and unable to be repaired. Funding is needed to replace the camera; the U.S. Coast Guard will apply funds when available.

The Aids to Navigation Team Humboldt Bay presently provides quick response to reports (usually by harbor pilots) of any damaged or "off-station" navigational aids. Contact Aids to Navigation Team Humboldt Bay at (707) 269-2550 for any repairs or replacement of damaged navigational aids, as well as missing or off-station buoys. Additionally, a USCG Cutter services the navigational aids for Humboldt Bay.

Recommendations

The Harbor Safety Committee has evaluated the Aids to Navigation and recommends the following:

Recommendation 1

The Harbor Safety Committee supports the efforts of the Humboldt Bay Harbor District, Cal Poly Humboldt, and the PORTS program. The Humboldt Bay Harbor, Recreation and Conservation District and Cal Poly Humboldt currently hold a contract to support ongoing PORTS activities through September 2025. Chevron and Cal Poly Humboldt hold a contract for funding through April 2024. The Harbor Safety Committee recommends continual, ongoing support of the PORTS program and the partnership of Cal Poly Humboldt, Humboldt Bay Harbor, Recreation and Conservation District, and NOAA. Per the 2021 Humboldt Bay PORTS Annual Report, the CO-OPS goal is to attain 95 percent sensor reliability. Current data for 2021 reports 83-97% reliability. System Maintenance is ongoing and the current responsibility of the HRHRCD under the PORTS contract.

No action is required of OSPR at this time. Should funding become necessary to replace or install additional equipment, the Harbor Safety Committee shall request funding from OSPR and identify other possible funding sources.

Review by the Harbor Safety Committee prior to July 1 each year.

REF: 14 CCR 802(b)(5)(A)(B)

VESSEL ROUTING AND TRAFFIC PATTERNS

Vessel Routing Present Conditions

Vessel traffic is restricted to existing channels. Vessels do not frequently pass each other in the channel. When this does occur the vessel with the shallower draft will move to the outer edge of the channel and allow the deeper draft vessel to use the center of the channel.

Vessel routing is conducted by pilots using VHF communication, such that vessels pass at appropriate locations in the channel and in a safe manner.

Navigation in reduced or restricted visibility proceeds based on the judgment of the ship's master or the pilot advising him.

All large vessels carry surface search radar, which allows safer navigation in reduced visibility.

Vessel traffic during dredging operations is rerouted using normal vessel-to-vessel passing procedure.

Recommendations

Existing and proposed federal, state, and local laws, regulations, and ordinances affecting the harbor area were reviewed and considered in the HSC recommendations.

The HSC recommends that the above-mentioned procedures remain as is without alteration currently.

Review by the Harbor Safety Committee prior to July 1 of each year.

Vessel Traffic Patterns Present Use

Commodity traffic at Humboldt Harbor is composed of deep draft shipping, barge traffic and commercial fishing. Foreign flagged deep draft ships, log barges and commercial fishing vessels, domestic petroleum barges, and foreign flagged cruise ships frequent Humboldt Bay.

Visiting barges, tankers and freighters are at the upper size end of the vessels that visit and operate in the Humboldt Bay region. Canoes, rowing skiffs, small recreational boats, boats from the local and visiting fishing fleet, and small yachts, also use the harbor.

Recreational sailing and fishing activities occasionally disrupt vessel traffic patterns and create hazards to safety of navigation of large commercial vessels. Sailing vessels participating in organized sailing races occasionally have impeded large vessels which can only maneuver in narrow channels.

Recreational fishing in the Harbor Entrance Channel occurs during the salmon fishing season and may impede the passage of a vessel that can safely navigate only within the narrow channel.

To reduce conflict between small and large vessels, the HSC requested and received approval of Rule 9 to regulate vessel movement and reduce this hazard. The US Coast Guard Captain of the Port issued Public Notice 2-92 (COTPNOTE 2-92, April 15, 1992), which identifies the narrow channels for the purpose of application of Rule 9 in Humboldt Bay. This notice is included in Coast Pilot 7. See Appendix IV. (COTP Notice 2-92).

There are several safe boating education programs available through the appropriate schools, Community Colleges, U.S. Coast Guard Auxiliary and the California Department of Boating and Waterways. However, incidents still occur occasionally.

Recommendations

Existing and proposed federal, state, and local laws, regulations, and ordinances affecting the harbor area were reviewed and considered in the HSC's recommendations.

Recommendation 1

The Harbor Safety Committee will publicize all information received on boating safety courses.

Recommendation 2

The HSC will work to assist all organizations offering safe boating classes.

Recommendation 3

The Harbor Safety Committee will continue to monitor vessel traffic within Humboldt Bay and will recommend solutions if potential problems are recognized.

REF: 14 CCR 802(b)(3)(B), (4)(C), (4)(D), (4)(E), (4)(F)

The Humboldt Bay Harbor Recreation and Conservation District, with the assistance of the HSC and OSPR, has developed a Harbor Safety Guide for Humboldt Bay. The guide was completed and distributed in the summer of 2003.

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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 BMPs are not to be considered regulations or laws, but *guidelines* to assist the mariner with *local knowledge* while operating in the vicinity of the Port of Humboldt Bay.

This BMP section has been designed as a 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:

- General Anchorage
- Under Keel Clearance
- Tug Assist
- Safe Speed
- Small Craft (Recreational Vessels)
- Communications
- Distant Source Tsunami

More detailed and extensive information, regulations and recommendations supporting these BMPs can be found in the following documents: Port of Humboldt Bay Tariff #15 ***www.humboldtbay.org/documents***, U.S. Coast Pilot ***www.nauticalcharts.noaa.gov***, USCG Rules of the Road ***www.navcen.uscg.gov***, Harbor Safety Plan of the Humboldt Bay Area ***www.humboldtharborsafety.com***, California Harbors and Navigation Code https://leginfo.legislature.ca.gov/faces/codesTOCSelected.xhtml?tocCode=HNC and California Boating Law ***https://dbw.parks.ca.gov/?page_id=28780***.

It is important to note that these BMPs are not intended to conflict with, 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.

Important General Information

In the past Humboldt Bay was considered treacherous and dangerous, and many disasters have occurred there. Even with present improvements, mariners are still advised to use extreme caution on the bar. The strong currents that may be encountered, and the abrupt turn at the outer end of the South Jetty, are apt to be dangerous for strangers. The bar is the smoothest during the last of the flood current, and it is often passable at this time and impassable 2 hours later, when the ebb current has set in. Mariners are advised to contact Coast Guard Station Humboldt Bay on VHF channel 16 or 22A prior to transiting the bar. Caution should also be exercised inside the jetties due to the rapid change in the channel conditions. Deep-draft vessels are usually taken in and out of the bay at high tide if there is any swell on the bar because of the shoaling in the entrance channel. (Coast Pilot 7 - 40th Edition 2008)

General Anchorage

There is no designated anchorage in Humboldt Bay. Please refer to the Humboldt Bay Harbor, Recreation and Conservation District Ordinance No.17 regarding Anchorage. *See Appendix IV for reference.*

Under Keel Clearance

The Humboldt Bay Harbor, Recreation and Conservation District has established rules requiring a two-foot under keel clearance on all vessels over 300 gross tons while transiting the navigation channels.

Tug Assist – Non-Tank Vessels

Per Title 14 CCR 851.80-851.86, Tug assist guidelines for vessels transiting Humboldt Bay requiring pilotage.

North Bay: Two (2) tugboat requirement on all vessels ***not*** equipped with bow thruster.

Tugboat 1: Twin screw, minimum 1,500 hp Tugboat
2: Twin screw, minimum 2,000 hp

Vessels equipped with bow thruster will be reviewed by the Pilots on a case-by-case basis depending on current weather and tidal conditions, horsepower of thruster, design of rudder and draft of the vessel.

Single tug departure will be at the discretion of the Pilot.

South Bay: Two (2) tugboat requirement on all vessels arriving in South Bay.

Tugboat 1: Twin screw, minimum 1,500 hp Tugboat
2: Twin screw, minimum 2,000 hp

Single tug departure will be at the discretion of the Pilot.

*Tugboat carrying Pilot to the pilot station must have transfer platform and safety equipment meeting or exceeding recommendations agreed upon with the Pilots.

**Pilot reserves the right to make changes to the above minimums based upon ship conditions, weather, or other limiting factors.

Safe Speed

Speed within the port should be at a minimum safe speed to maneuver and control the vessel, with regards to weather, conditions of draft, and the maneuvering characteristics of the vessel.

On approaches, speed should be at a level to accommodate safe transit (minimum for existing conditions). It should be noted that the approach to the Port of Humboldt Bay generally involves cross currents which are mostly unpredictable for direction and strength.

Extreme caution (no wake) should be used in the vicinity of the Fuel Barge and a No Wake Zone exists between the Samoa Bridge and the south end of the City of Eureka's Public Marina. (City of Eureka Municipal Code §100.14) Speed within the Eureka Channel Inner Reach, Woodley Island Marina, Eureka Public Marina, and other marinas shall be limited to five (5) miles per hour. (HBHRCD Ord. 17 Sec. 7.10)

California Harbors and Navigation Code limits vessel speed to not more than 5 miles per hour within 100 feet of any person who is engaged in the act of bathing, a swimming float, diving platform or lifeline, and within 200 feet of a beach frequented by bathers, a way or landing float to which boats are made fast or which is being used for the embarkation or discharge of passengers.

The U.S. Coast Guard has established protection zones for 500 yards around all U.S. naval vessels in navigable waters of the United States. Vessels are to proceed at a no-wake speed when within a protection zone. Non-military vessels are not allowed to enter within 100 yards of a U.S. naval vessel, whether underway or moored, unless authorized by an official patrol.

Small Craft

Recreational vessels approaching the Port of Humboldt Bay should be aware that large commercial vessels transiting to and from the port will be maneuvering either to embark or disembark a pilot, and that during these times they will be highly limited in their ability to maneuver other than for the pilot boat, or other authorized personnel.

Recreational vessels should follow the below Standards of Care to ensure the safe operation of their craft while in and around the port. Recreational vessel operators should be sensitive to the fact that large commercial 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 ½ mile ahead, and therefore cannot easily avoid a collision with a smaller, more maneuverable recreational vessel.

Be aware of Security and Safety Zones around fuel barges and cruise ships. Small vessels, according to U. S. Coast Guard International- Inland Navigation Rule No.9, shall remain clear of large commercial and naval vessels for navigational safety and the practice of prudent seamanship. Tugs with tows have limited maneuverability. Do not pass a large vessel, tugs, barges, etc. without first contacting the vessel. Be aware of ships and tugs coming up behind you in the main channel.

The California “Boater Card” program was established by the California Harbors and Navigation Code, sections 678-678.15 and went into effect January 1, 2018. Individuals who operate a vessel with an engine (whether or not the engine is the primary source of propulsion) on California waters will be required to carry a California “Boater Card”. The following is an implementation schedule based on age:

- January 1, 2018 – Persons 20 years of age or younger
- January 1, 2019 – Persons 25 years of age or younger
- January 1, 2020 – Persons 35 years of age or younger
- January 1, 2021 – Persons 40 years of age or younger
- January 1, 2022 – Persons 45 years of age or younger
- January 1, 2023 – Persons 50 years of age or younger
- January 1, 2024 – Persons 60 years of age or younger
- January 1, 2025 – All persons regardless of age

California State Law requires all persons 13 years of age and younger to wear a personal floatation device (PFD) while underway on a moving recreational vessel of any length. The PFD must be Coast Guard-approved style in serviceable condition and of a type and size appropriate for the conditions and the activity. It is highly recommended that all persons wear a PFD while underway.

Standards of Care:

1. Ensure vessel is safe before getting underway
2. Ensure vessel is seaworthy
3. Keep flares and distress calling equipment readily accessible
4. Be extra careful in fog – DO NOT LOITER near the jetties or in the navigational channels
5. Comply with Rule 9 – small vessels remain clear of large vessels that must navigate within a narrow channel
6. Avoid passing larger vessels close aboard
7. Do not pass large vessels, tugs, etc. without first notifying the vessel of your intention
8. Know how and when to monitor VHF Channels
9. Know vessel's position – navigation equipment i.e.: nautical charts, GPS, handheld GPS, etc.
10. Be an informed mariner:
    - 5 or more short blasts of a vessel's whistle/horn = DANGER SIGNAL
    - Know the Rules of the Road
    - Read Coast Guard Notice to Mariners
    - Monitor the weather
    - Listen to VHF Channel 16 for Coast Guard information broadcasts
    - Be aware of current weather conditions, tidal times, currents, and changing conditions
    - Ensure everyone on board is aware of all emergency procedures
11. (Canoes, Kayaks and Sculls – placeholder)
12. The Coast Guard offers free, non-punitive, commercial fishing vessel safety dockside exams. Upon successful completion of a dockside exam, a decal is issued and any future Coast Guard boarding at sea may be greatly abbreviated. Contact Coast Guard Group Humboldt Bay at (707) 839-6123 to schedule an exam.

Communications

- VHF Channel 13 - Bridge to Bridge Communications
- VHF Channel 14- Port of Humboldt Bay / Woodley Island Marina
- VHF Channel 16 - Hailing and Distress
- VHF Channel 22 - Coast Guard Public Access
- VHF Channel 77 - Humboldt Bay Bar Pilots Coast Guard Group Humboldt Bay - Emergency Search and Rescue only (707) 839-6100 or 9-1-1

Use VHF Channel 13 to make passing arrangements with other vessels.

Treat VHF Channel 16 like you would 9-1-1. Mariners should be aware that Channel 16 is used for “Security” broadcasts for vessel movement and safety.

All users are encouraged to minimize voice traffic on all channels, maintain circuit discipline and broadcast on “low power” whenever possible.

Cellular phone coverage can be unreliable. Do not rely on a cellular phone as your only source of communication. Cellular phones cannot replace the VHF-FM marine radio’s ability to communicate marine safety information with multiple marine users at one time.

Tsunami Maritime Actions

Maritime Actions for a Distant Source Tsunami Hazard

FOR SMALL CRAFT such as recreational sailing and motor vessels, and commercial fishing vessels. All vessels under 300 gross tons.

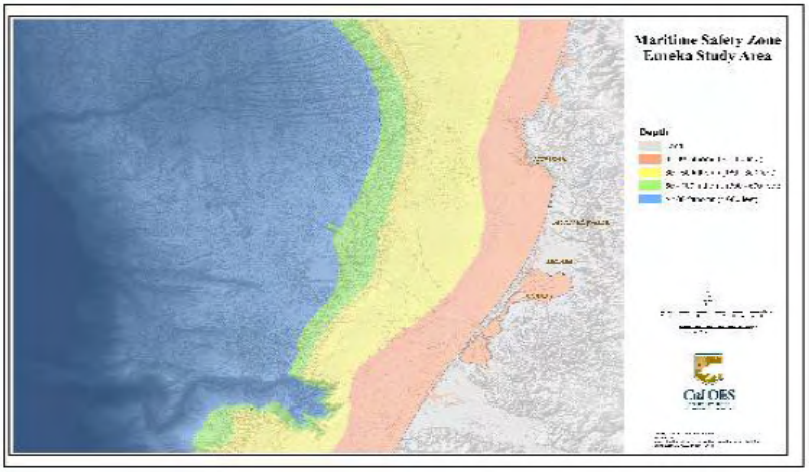
DROP, COVER, HOLD ON - You should first protect yourself from an earthquake. When the shaking stops, move quickly to higher ground away from the coast. Signs a tsunami may be imminent - if you feel a strong earthquake lasting 20 seconds or more near the coast, rapid change in water elevation, a loud roar from the ocean, go to high ground immediately.

Maritime Actions for a Distant Source Tsunami Hazard

These Maritime Actions for a Distant Source Tsunami Hazard have been created for the Humboldt County Emergency Operations Plan and is considered a living document subject to change. This is for a DISTANT SOURCE tsunami only.

KEY POINTS TO KNOW

- **The safest locations for a vessel in a tsunami event are in deep water or out of the water and out of the Tsunami Hazard Zone.**
- **CalOES's "RULE OF THUMB" is 180+ feet (30 fathoms or more) in depth. This is approximately 4 miles off shore of Humboldt Bay.**
- **NOAA also recommends Mariners in deep water 180 feet or greater should stay at sea. Those in shallow water or harbors should move to deep water if there is enough time and weather conditions are suitable.**



Possible Mariner Actions Prior to Tsunami Surge Arrival:

- **Vessels at sea when a tsunami event is announced should remain in deep water.**

- **Given the time frame available, vessels within Humboldt Bay, with the ability to travel to deep water prior to the initial tsunami surge arrival time should do so as soon as possible. At Humboldt Bay, bar conditions may dictate the ability of vessels to get to sea.**

- **Tailorable vessels in the water or vessels on trailers within the Tsunami Hazard Zone should be moved to locations outside the zone.**

DO YOU HAVE ENOUGH TIME TO ACCOMPLISH YOUR GOAL?

Exceptional care should be taken when making the decision to move a vessel from the Tsunami Hazard Zone. Congestion on the roads and in the harbor area may greatly delay all mitigation actions. **Mariners should not attempt to remove a vessel from the Tsunami Hazard Zone unless they are certain the movement activity can be completed in the time available.**

Remember there may be road closures, restricted access, and traffic congestion. **At tsunami <u>estimated TIME of arrival MINUS ONE (1) HOUR</u>, also known as T minus 1 or T-1, access to coastal areas including the marinas will be prohibited.**

TRAILERABLE: If your vessel is trailerable and you wish to remove it from the water, consider the following:

- Make sure your family is safe first
- Check the tide and weather conditions
- Find someone to assist you to hook up your trailer, drive to the marina to drop you off, drive to the boat ramp, load the boat, go to high ground.
- **PLEASE remember**, there may be road congestion and congestion at the boat ramps. *If you do not have time to accomplish your goals, you should not make the attempt.*

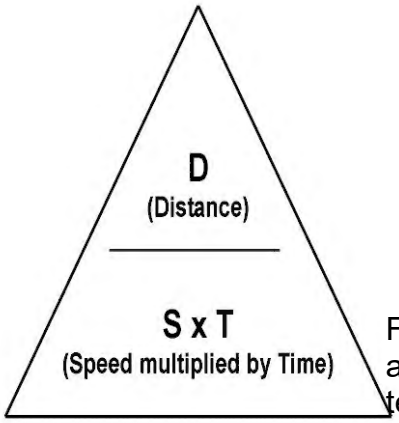
NON-TRAILERABLE: If you are unable to remove your vessel from the water, consider the following:

- Make sure your family is safe first
- Grab extra lines and fenders for your vessel and remove any important items from your vessel
- **PLEASE remember**, there may be road congestion. *If you do not have time to accomplish your goals, you should not make the attempt.*

VESSELS considering leaving the harbor and head to sea, please consider the following:

- Make sure your family is safe first
- Check tide, bar, and ocean conditions
- Check the weather forecast for the next couple of days
- Ensure you have enough fuel, food, and water to last a couple of days
- Have someone drive you to the marina so your vehicle is not in the inundation zone.
- **PLEASE REMEMBER:** There may be road congestion. There may also be vessel congestion in the harbor as SHIPS, BARGES and other vessels attempt to depart at the same time. All vessels should monitor VHF Channel 16 and use extreme caution. NEVER impede another vessel. *If you do not have time to accomplish your goal, you should not make the attempt.*
-

Distance Speed Time formula. To use this triangle put your finger over the letter you are going to solve. **D**istance = **S**peed multiplied by **T**ime.



- If you want to know **S,** then put your finger over the **S** and it gives you **D / T** (**D**istance divided by **T**ime).
- If you want to find **D** then cover the **D** and you have **S x T** (**S**peed multiplied by **T**ime).

- If you want to find **T** then cover the **T** and you have **D / S (D**istance divided by **S**peed)

For marine purposes **D**istance is in nautical miles and tenths of a nautical mile. **S**peed is in knots (nautical miles per hour) and tenths of a knot. **T**ime is in hours and minutes. To convert minutes to hours, divide by 60. To convert hours to minutes, multiply by 60.

Example:

I need to travel 9.0 nautical miles at 6 knots. How long will it take?
Distance divided by **S**peed =**T**ime

1.1 nautical miles / 6 knots = 1.5 hours (1 hours 30 minutes)

It is approximately 09 nautical miles from Woodley Island Marina breakwater to the 30 fathom line.
It is approximately 15 nautical miles from Woodley Island Marina breakwater to the 50 fathom line.
It is approximately 19 nautical miles from Woodley Island Marina breakwater to the 100 fathom line.

Things to consider while at sea:

- Monitor VHF-FM Channel 16 and the marine WX channels for periodic updates of tsunami and general weather conditions.
- Keep in contact with other boaters for safety and moral support.
- **BEFORE RE-ENTERING HUMBOLDT BAY**, make sure the harbor is open for traffic.
- Be aware of the tides, currents, and surges. Keep a look out for debris.

Possible Mariner Actions Following the Tsunami "All-Clear" Message:

"ALL CLEAR" – <u>DOES NOT</u> MEAN THE HARBOR IS OPEN.

The "All-Clear" message is for land entry only. Mariners at sea should stay at sea until after the United States Coast Guard Captain of the Port has issued a message stating that Humboldt Bay is open for traffic. Check with your docking facility to ascertain its ability to receive vessels. Adverse tsunami surge impacts may preclude safe use of the harbor. Vessels may be forced to anchor offshore or to travel great distances to seek safe harbor. An extended stay at sea is a possibility if the Harbor is impacted by debris or shoaling. Make sure your vessel is prepared to stay at sea.

Where possible, mariners should congregate for mutual support while at sea, anchor or during transit elsewhere.

LESSONS LEARNED FROM PAST EVENTS

During the March 11, 2011, event, Crescent City boats headed to sea. Once the tsunami hit and they realized they were unable to return to Crescent City harbor, decisions needed to be made as to where to go because of a huge storm approaching the coast. Some vessels had enough fuel to make it to Brookings Harbor and to Humboldt Bay. Some smaller vessels did not have enough fuel and made the choice to re-enter Crescent City harbor to anchor. Some Crescent City Captains had never been to Humboldt Bay, and some were running single handed as they did not have enough time to round up crewmen. As with the Captains who chose to go to Brookings, all Captains heading to Humboldt Bay kept in close contact with each other for safety and for moral support. Even though the tsunami initially impacted the west coast on the morning of March 11, 2011, the largest surges in Crescent City did not arrive until later in the evening.

BACKGROUND

Very large underwater earthquakes are the most likely cause of tsunami waves which can cause significant damage at very distant shores. Earthquake-caused tsunami waves occur when the sea floor abruptly deforms and vertically displaces the overlying water column. The displaced water travels outward in a series of waves which grow in intensity as they encounter shallower water along coastlines. Tsunami wave impacts are greatest in and around ocean beaches, low-lying coastal areas, and bounded water bodies such as harbors and estuaries. Potential tsunami wave impact areas should always be avoided during tsunami events.

Any tsunami event can threaten harbors, facilities, and vessels. A distant source tsunami event does allow at least some time for local agencies and citizens to take steps to help mitigate the expected impacts of tsunami surges. However, the time available for response is minimal – All needed mitigation actions probably cannot be accomplished. Therefore, the actions to be taken must be prioritized and based on life- safety preservation. Only those actions with a surety of success should be attempted.

The distant tsunami source location does greatly impact the ability of Humboldt County response entities and the public to mitigate expected impacts. A tsunami originating in Chile (14-15 hours away), or Japan (9-10 hours away) will allow much more local mitigation activity than a tsunami originating in the Aleutians (4-5 hours away).

Response entities and the public should allow enough time to complete the mitigation activity and to depart the Tsunami Hazard Zone prior to the projected first tsunami surge arrival time. Emergent mitigation activities will be extensive and involve large numbers of people resulting in congestion and delayed actions – It may not be possible to complete normally simple mitigation actions in the time frame available.

Where do I get more information on Tsunamis and local conditions?

Redwood Coast Tsunami Work Group
http://humboldt.edu/rctwg/

Tsunami evacuation maps may be found on the Redwood Coast Tsunami Work Group website. Locate your home, work, schools, etc. and download the maps of your areas. Talk with your family about emergency procedures. Know your surroundings and how to react.

Tsunami Warning Center: www.tsunami.gov

National Weather Service Office in Eureka
www.weather.gov/eureka
Phone: 1-707-443-6484

Humboldt Harbor Safety Committee: www.humboldtharborsafety.org

Local television and radio stations.

Humboldt County Office Of Emergency Services"
https://humboldtgov.org/356/Office-of-Emergency-Services

The Humboldt Bay Harbor Safety Committee participated in developing a draft of the Humboldt County Emergency Operations Tsunami Contingency Plan. The draft last published in the 2018 version of the Humboldt Harbor Safety Plan was not finalized and has been removed from this version.

Precautionary Measures Ocean Going Ships/Barges:

a. Collect information
    i. Determine Humboldt Bay Bar Conditions and Forecast.
        a. Note: A Tsunami event may trigger unusually large ebb current conditions followed by flood current conditions.
    ii. If pilotage required, establish contact with Humboldt Bay Pilots.
    iii. If Tug assistance is required, determine availability of tug assist.
    iv. Determine Means of Broadcasting Traffic information between ships and tug/barges. VHF Ch 16 and 13
    v. Establish contact with USCG
    vi. Alert USCG of possible evacuation and emergency request for clearance if necessary.
    vii. Establish availability and location of land shelters.

b. Tank Barges and tugs at dock, should in cooperation with the Oil Terminal Manager, ensure adequate safety measures as far in advance as possible taking into consideration the consequences in the event the tank barge is damaged by the Tsunami.

c. Definitions
    i. Tsunami Warning – Inundating wave possible – Full evacuation suggested.
    ii. Tsunami Advisory – Strong currents likely – Stay away from Shore.
    iii. Tsunami Watch – Alert that an event may later impact the Watch Area. Normally issued based on seismic information without confirmation that a destructive tsunami is underway.

NOAA currently states Mariners in deep water 180 feet or greater should stay at sea. Those in shallow water or harbors should move to deep water if there is enough time and weather conditions are suitable.

There may be vessel congestion in the harbor as SHIPS, BARGES, TUGS, COMMERCIAL FISHING and RECREATIONAL vessels attempt to depart at the same time. All vessels should monitor VHF Channel 16 and use extreme caution.

TABLE OF TSUNAMI COUNTERMEASURES FOR SHIPS AND BARGES IN PORT OCEAN CONDITIONS AND TIDES MAY INFLUENCE RESPONSE TIME					
Type of Information	**Response Time**	**Ship/Barges at Dock**		**Ship/Barges At Anchorage or Mooring Buoy**	**Ships in Channel**
		Tank Barges	**Cargo Ships/Barges**		
Tsunami Warning	Equal to or Less than 3 hours	Suspend Cargo Transfer Operations, Secure for Sea, and Evacuate, if possible, for Sea. If unable to Evacuate: Consider pushing on barge at dock.	Suspend Cargo Operations, Secure for Sea, and Evacuate, if possible, for Sea or to Land Shelters. If unable to evacuate: Consider additional mooring lines.	Use Main Engines, or if possible, Evacuate for Sea.	Evacuate for Sea.
Tsunami Warning	Greater than 3 Hours	Suspend Cargo Transfer Operations, Secure for Sea, and Evacuate, if possible, for Sea.	Suspend Cargo Operations, Secure for Sea, and Evacuate, if possible, for Sea	Use Main Engines, or if possible, Evacuate for Sea.	Evacuate for Sea.
Tsunami Advisory		Suspend Cargo Transfer Operations, Secure for Sea, and Evacuate, if possible, for Sea. If unable to Evacuate consider pushing on barge at dock.	Suspend Cargo Operations, Secure for Sea, and Evacuate, if possible, for Sea or to Land Shelters. If unable to evacuate consider additional mooring lines.	Use Main Engines, or if possible, Evacuate for Sea, depending on conditions.	Evacuate for Sea.
Tsunami Watch		Monitor for updated information. Complete Precautionary Measures.			

Emergency Marine Information:

NOAA Weather Radio
VHF Marine Radio Channel 16

USCG
1-707-839-6110

Humboldt Bay Bar Pilots
1-707-845-4938 Capt. John Powell
1-707-845-4939 Capt. Tim Petrusha

Bar Pilots will be in contact with the USCG. Bar Pilots will also be able to provide Masters of vessels with information regarding, tug availability, weather and tide conditions, land evacuation sites if needed, land transportation, etc.

West Coast Alaska Tsunami Warning Center
www.tsunami.gov

National Weather Service Eureka California – Marine Weather Page
https://www.weather.gov/eka/marine

1-707-443-6484

Conclusion

In summary, all Best Maritime Practices are intended as a guide for the mariners of Humboldt Bay. All Mariners are encouraged to obtain up to date information regarding current conditions prior to departure.

For information on Safe Boating classes, please contact the local US Coast Guard Auxiliary at (707) 839-6123

For more tsunami information visit https://www.tsunami.noaa.gov/ or https://rctwg.humboldt.edu/.

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VESSEL ANCHORAGE

Present Conditions

There are no officially designated anchorages within the boundaries of Humboldt Bay as defined in Section I, Geographic Boundaries. Small craft anchorages are seasonally available in Shelter Cove and Trinidad Bay. Per Humboldt Bay Harbor, Recreation and Conservation District Ordinance 17. See Appendix IV for reference.

In Humboldt Bay the area between Lighted Buoy #17 and the southern end of Fairhaven Terminal's dock, west of the main North Bay Channel, has been used as a temporary holding area. Large vessels may only hold for a single tide period, because there is not enough room in the channel for them to swing with the change in tide.

It is not the intent of the Harbor Safety Committee to officially designate any anchorages within the defined Harbor boundaries currently because of physical limitations (narrow channel width). It is the HSC's position that current procedures be maintained, i.e., the pilot that guides the vessel be allowed to determine the most suitable holding area for that vessel at that time.

Unloaded vessels calling in Humboldt Bay shall be sufficiently ballasted to navigate the harbor entrance channel and the bar without significant difficulties. Vessels shall arrive with clean ballast or segregated ballast aboard so that it can be discharged into the harbor without pollution. Vessels arriving from foreign ports where they have loaded ballast aboard before departing that port shall change their ballast completely with clean sea water in accordance with California PRC Section 71200-71215.

Vessels' agents shall be advised to instruct masters by email, facsimile, or telex to change ballast prior to arrival in Humboldt Bay.

There are no shoreside ballast reception facilities available for vessels calling in Humboldt Bay.

Recommendations

Recommendation 1

a. *All vessels calling at marine terminals in Humboldt Bay shall have sufficient mooring ropes or wires of proper strength to hold the ship fast to the marine terminal during all weather conditions which may be expected in Humboldt Bay.*

b. *It is the responsibility of the owner/operator of the terminal to ensure that the bollards and hooks on the docks and mooring dolphins to which the ship attaches its mooring ropes and wires shall be of sufficient holding strength to hold the ship alongside during all conditions which may be expected in Humboldt Bay*.

c. *Each terminal shall provide mooring facilities that can be used by ships for safe mooring. Terminals shall have a bearing surface of sufficient strength to lie against and support the ship properly.*

d. *The Humboldt Bay Harbor District, in consultation with the HSC, developed an anchoring Ordinance 17- An Ordinance Establishing Rules, Regulations and Enforcement Procedures for the Anchoring, Security, and Disposition of Vessels and Property in Humboldt Bay adopted June 2004*.

e. *The Humboldt Bay Harbor District recommends to the HSC and OSPR that anchorage areas will need to be reviewed and possibly updated to reflect a projected increase in vessel traffic and anchorage needs associated with the proposed Offshore Wind Energy developments and potential new heavy lift, multipurpose terminal.*

The HSC has determined that due to physical limitations (narrow channel width), anchorages will not be officially designated within the defined Harbor boundaries and that current procedures will be maintained (i.e., the pilot that guides the vessel will be allowed to determine the most suitable "holding" area for that vessel at that time). It should be clarified in the plan's annual update that there are no anchorages within the bay, and that there is a one-way traffic channel which shall be adhered to make harbor travel safe.

The HSC has made Recommendation 1 a-d regarding safe mooring. However, upon further discussion with the HSC members, no further action will be required by the OSPR, as these recommendations are already being practiced by vessel and terminal owners/operators, and sufficient mooring ropes or wires during transfer operations are already required under federal regulation (33 CFR 156.120 (a)).

The HSC will review Recommendation 1e. in a future revision of the Harbor Safety Plan. No action from OSPR is required at this time.

REF: 14 CCR 802(b)(3)(c)

VESSEL TRAFFIC SERVICE

The Humboldt Bay HSC has examined the need for a Vessel Traffic Service (VTS) in Humboldt Bay and has determined that VTS is not needed. It would not significantly enhance the safe movements of vessels and barges in and about Humboldt Bay, nor would it reduce the risk of environmental harm resulting from grounding and collisions.

There are 7 terminals in Humboldt Bay which are currently being used by ships and barges. The terminal located farthest from the sea buoy at the main channel entrance is 6.6 miles from that sea buoy. Humboldt Bay harbor is relatively small compared to other harbors on the U.S. West Coast that have planned for or are using VTS.

There is only one entrance channel into Humboldt Bay, and the North Bay has one main ship channel. This channel is 400 feet in width, and normally does not permit large ships to meet or pass in the channel. Therefore, normally only one-way traffic exists, and only one ship moves at a time in Humboldt Bay.

The Humboldt Bay Bar Pilots direct all ship movements in the bay. According to Federal Law, all U.S. registered ships and all foreign ships (all vessels 300 gross tons or more) must use a bar pilot when transiting the bay. From a practical standpoint, U.S. ships under enrollment (a type of registration issued by the United States Coast Guard), which are not required to take a bar pilot, do so, nevertheless. Therefore, all ship movements in the bay are directed or monitored by the bar pilots.

Tugs with barges under tow carrying "certain hazardous materials" must report to the U.S. Coast Guard Station at the entrance to Humboldt Bay prior to transiting the bay. These movements are in turn reported to the bar pilots who monitor these barge movements. In Section XI, Communications, the Humboldt Bay HSC has recommended that all tugs with barges and self-propelled vessels over 200 feet in length make security broadcasts at various locations in the bay and approaches, so that large vessel movements are known by all users.

There are two tugboat companies serving Humboldt Bay which aid vessels mooring, unmooring, and transiting the bay, and assist barge movements in the bay. The tug companies work in close liaison with the bar pilots, and any vessel or barge movements assisted by the tug companies are coordinated with the bar pilots.

The Humboldt Bay Harbor Safety Committee has determined that a Vessel Traffic Service is not needed in Humboldt Bay based on the above facts and circumstances.

Recommendations

The Committee has examined the need for a Vessel Traffic Service (VTS) in Humboldt Bay and has determined that conditions in the harbor currently do not warrant the need to install a VTS. The need for a Vessel Traffic System will be reevaluated periodically.

- *The Committee should examine the future needs for a VTS in Humboldt Bay associated with proposed offshore wind energy project and potential construction of a new multipurpose heavy lift terminal.*

REF: 14 CCR 802(b)(9)(A), (B)

Present Conditions

The present use of tugs in Humboldt Bay is for escort of vessels and petroleum barges, and to assist with vessel docking and undocking.

Humboldt Bay is served by Coos Bay Towboat Company and Pacific Tug Co., LLC.

The operating company, power, propulsion, and size of the tugboats operating in Humboldt Bay are as follows:

Name	Operator	Power	Propulsion
Koos King	Coos Bay Towboat Company	67,205 lbs Maximum Vessel Ahead Stern Weight 37,510 lbs Minimum Vessel Astern Pull Weight	Twin screw
Captain Leroy	Coos Bay Towboat Company	61,000 lbs Maximum Vessel Ahead Stern Weight 40,000 lbs Minimum Vessel Astern Pull Weight	Twin screw
Renegade	Pacific Tug Co., LLC.	84,600 lbs Maximum Vessel Ahead Stern Weight 58,220lbs Minimum Vessel Astern Pull Weight	Twin screw

Additionally, Sause Bros, Inc., has their own fleet of tugs that escort petroleum barges in Humboldt Bay.

Tug	Bollard Pull	Range
Apache	65 tons	35 days
Black Hawk	44 tons	35 days
Geronimo	65 tons	35 days
Klihyam	60 tons	35 days
Mikiona	65 tons	35 days
Cochise	65 tons	35 days

Bollard pull certificates and Certificates of Inspection are listed in Appendix VII.

Pilotage is required for all U.S. ships under enrollment and all foreign ships (all vessels 300 gross tons or more). It is recommended that any mariners unfamiliar with Humboldt Bay employ a local pilot. Pilots board vessels about 0.5 miles west of Humboldt Bay Entrance Lighted Whistle Buoy (HB). Bar Pilots also provide visibility and bar condition information for ships using the service.

Tugboat assistance is advised by the Humboldt Bay Bar Pilots due to the lack of maneuvering room in Humboldt Bay, and increased vessel size. The assist tugs are presently used for the dual purpose of assist and escort.

At times strong and unpredictable cross currents can occur at the Harbor Entrance. These currents are predicated on past weather conditions.

Southerly weather accompanied by a southwesterly to westerly swell creates a strong current during low water periods at the 110-degree turn from the Lighted Buoy No. 5 to Light No. 11.

For approximately the first three miles of the transit the tug assist/escort boats are not made fast to the vessel employing them. This is due to the open sea conditions that exist.

It would be nearly impossible for a tug to approach a ship moving at full power and trying to negotiate the sometimes-treacherous swell and currents of the Humboldt Bay entrance if the larger vessel lost its power or steering. It would also be dangerous to slow the larger vessel to a speed at which the tug could come alongside because that would result in considerably less control of the larger vessel by the pilot. However, a ship negotiating the 110-degree turn at the Humboldt Bay entrance or moving at slower speeds inside the harbor would benefit from the presence of an escort tug if a loss of engine or steering control occurred. The escort tug would be able to provide some steering and/or stopping ability for the stricken vessel.

The pilot may send the escort tug ahead of the ship to make certain that the ship's path is clear. Tugs are also indispensable in thick fog for marking buoys and lights and checking tidal current conditions ahead of the ship while the pilot is navigating the narrow channels of

Humboldt Bay.

Before a vessel arrives at the port, the ship's captain radios the port requesting tug and pilot service. The tug then transits the entrance, meets the vessel, and the bar pilot boards the vessel. It is at the pilot's discretion as to whether a tug escort is needed. If not, the escort tug returns to port and meets the assist tug. These two tugs are then used to berth the vessel. This procedure is reversed when the vessel is ready to leave the harbor.

Tugboats engaged in escorting or assisting vessels in Humboldt Bay shall continue their service until dismissed by either the pilot or the master of the vessel employing them. However, the master of the tugboat engaged in escorting or assisting another vessel may temporarily halt or discontinue service if he deems his crew or vessel is in immediate danger.

Recommendations

Recommendation 1

The HSC shall annually review the performance and effectiveness of tug capabilities. This review shall rely, in part, on information solicited by the HSC from pilots, masters, industry representatives, and other parties.

Recommendation 2

The Humboldt Bay Area HSC recommends the following number of assist tugboats, which will also function as tug escorts, for vessels and barges in the Humboldt Bay Harbor.

a. *All barges carrying hazardous or liquefied compressed gasses will be escorted according to escort procedures described by the current Captain of Port Public Advisory (See Appendix IV*).

b. *All tank vessels must have a qualified Humboldt Bay Bar Pilot and escort tug. Additional tug(s) will be standing by and prepared to render assistance.*

c. *Any vessel equipped with a working bow and/or stern thruster may substitute this equipment for the services of one tugboat provided that such substitution does not reduce the total number of tugs below one (1). It shall be understood that the minimums contained herein reflect ideal circumstances and conditions. The master/pilot shall arrange for additional tugboat assistance should adverse weather conditions, unusual port congestion, or other conditions or circumstances so require.*

Recommendation 3

Tugs and barges transporting oil or oil derivative products, or "certain dangerous cargoes" as described in 33 CFR 160.203 shall comply with the following rules and regulations:

a. All barges carrying hazardous or liquefied compressed gasses will be escorted according to escort procedures described by the current Captain of Port Public Advisory (See Appendix IV).

b. 46 CFR 15.812

Recommendation 4

The HSC should review Tug Capability Requirements associated with the proposed offshore wind energy project and potential construction of a new multipurpose heavy lift terminal.

REF: 14 CCR 802(b)(1)(A), (B)(i), (B)(iv), (B)(v), (C)(i), (C)(ii), (C)(iii), (C)(iv), (1)(D)

Review by the Harbor Safety Committee prior to July 1 each year.

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PILOTAGE

The ports of Long Beach, Los Angeles, San Diego, Port Hueneme, and Humboldt Bay; the State of California; and the U. S. Coast Guard have executed a Memorandum of Agreement (MOA) to create an improved system of pilotage. The parties to this agreement intend to maintain the safety of vessel navigation and port and environmental safety by establishing local pilotage training and apprenticeship programs which ensure the use of pilots with local knowledge on vessels over 300 gross tons not in enrollment while navigating at the ports subject to this agreement. This agreement also created a Pilotage Advisory Committee in each port subject to this agreement, which will provide recommendations for the implementation and improvement of the pilotage system for the port. The Humboldt Bay Harbor, Recreation and Conservation District currently employs and licenses pilots for Humboldt Bay.

The Humboldt Bay Pilotage Advisory Committee completed its report on April 20, 1999. The Harbor District Board accepted the report and forwarded it to the OSPR Administrator on April 22, 1999, thereby fulfilling the requirements of the MOA. Training standards and pilot proficiency were then codified in the Harbor District's Ordinance 15: General Tariff No.1.

Pilotage standards are maintained by apprenticeship, professional growth, and oversight programs defined in Ordinance 15. The State will review programs for consistency. The Ports will maintain control of pilots.

The Harbor Safety Committee asked for and received from U.S. Coast Guard verification that the Captain of the Port (COTP) will notify the Port Authority and Humboldt Bay Bar Pilots of any order altering the movement of any vessel arriving or departing Humboldt Bay.

The Humboldt Bay Harbor District established in December of 2021 a Bar Pilotage Subcommittee tasked with the recruitment of Bar Pilots for Humboldt Bay. The Humboldt Bay Harbor District has the authority to provide for, supervise, and license bar pilots operating out of Humboldt Bay per Ordinance 16. See Appendix IV for Ordinance 16. Interviews were conducted and on August 4, 2022 the HBHD Board of Commissioners appointed two mariners in to the pilot trainee program as "Observing Apprentices".

Recommendations

The HSC shall rely, in part, on information solicited by the HSC from pilots, masters, industry representatives, and other parties for recommendations.

Review by the Harbor Safety Committee prior to July 1 each year.

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COMMUNICATIONS

Present Condition

Currently communication from vessel to vessel, and vessel to shore (commercial) is by VHF radio. Many smaller craft (pleasure boats and sailboats) rely on CB radio.

Current VHF channels and their use/user are listed below:

New VHF Channel	Old VHF Channel	Frequency (kHz)	Use/User
10	**10**	**156.500**	**Port Operations Only**
13	**13**	**156.650**	**Bridge to Bridge Communication** Intership Navigation Safety (Bridge-to-bridge). Ships >20m length maintain a listening watch on this channel in US waters
16	**16**	**156.800**	**Emergency (Open Always)** International Distress, Safety and Calling. Ships required to carry radio, USCG, and most coast stations maintain a listening watch on this channel.
1022	**22A**	**156.100**	**Coast Guard Public Access**
77	**77**	**156.875**	**Pilot to Tug Communication**

At this time there are not believed to be any "silent" or low propagation areas within the defined harbor boundaries.

Pilots and boaters have occasionally experienced "bleed over" of signal from the Eureka Police Department's communications system. Occasionally an emergency transmission will override the pilot's hand-held VHF radio set.

The U.S. Coast Guard shall announce daily on Channel 22A that Channel 13 is for bridge-to-bridge communication, Channel 77 is for pilot to tug communication, and neither channel shall be used for personal, non-business communication. It will be left to the Coast Guard's discretion as to when to make the announcement.

The VHF Channels and Users are included in US Coast Pilot 7, chapter 8, for Humboldt Bay.

The following types of vessels are subject to security calls:

a. Tugs with barges
b. Self-propelled vessels over 200 feet in length

Security calls shall be made on channels 13 and 16 when:

a. Inbound vessel reaches the sea buoy

b. Vessel is about to move from dock to dock

c. Vessel is leaving dock for sea.

Security calls will allow other vessels to be aware of ship or barge movements approaching and leaving the harbor.

"Sea" is beyond the end of the jetties.

It is the opinion of the Harbor Safety Committee that current communications systems are adequate and that current procedures be maintained.

REF: 14 CCR 802(b)(6)(A), (B), (C)

Review by the Harbor Safety Committee prior to July 1 each year.

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46 CFR Cit. 1, Subpart 4.03 - Definitions

1.1 - 1 Marine casualty or accident.

(a) The term marine casualty or accident shall mean any casualty or accident involving any vessel other than public vessels if such casualty or accident occurs upon navigable waters of the United States, its territories or possessions or any casualty or accident wherever such casualty or accident may occur involving any United States' vessel which is not a public vessel.

(b) The term marine casualty or accident includes any accidental grounding, or any occurrence involving a vessel which results in damage by or to the vessel, its apparel, gear, or cargo, or injury or loss of life of any person; and includes among other things, allisions, collisions, strandings, groundings, founderings, heavy weather damage, fires, explosions, failure of gear and equipment and any other damage which might affect or impair the seaworthiness of the vessel.

(c) The term marine casualty or accident also includes occurrences of loss of life or injury to any person while diving from a vessel and using underwater breathing apparatus.

Port Safety Categories January 2021 to April 2022	
Total number of Captain of the Port Orders for Period:	1
Marine Casualties (reportable CG-2692) within MSD Jurisdiction:	
Allision	0
Collision	30
Fire	0
Flooding	0
Capsize	0
Grounding	0
Sinking	0
Personnel Injuries	0

Loss of Steering, Propulsion, or Power	0
Total number of (routine) Navigational Safety Issues/Letters of Deviation	1
Waterway events requiring a USCG permit	2

Marine Pollution Response January 2021 to April 2022		
Vessels:		
Commercial Vessels	1	
Commercial Fishing Vessels	7	
Recreational Vessels	3	
Facilities	0	
USCG Regulated Oil Transfer Facilities	0	
Waterfront Facilities (not USCG Regulated for oil transfer)	1	
Mystery Spills, No Verified Source:		
Crescent City	0	
Humboldt Bay	10	
Noyo River	1	
Offshore	1	
Total Oil/HAZMAT Pollution Incidents including vehicles within MSD Area of Responsibility	30	
Spill Volumes		
Spills less than 10 Gallons	28	
Spill 10 – 100 Gallons	2	
Spills greater than 100 Gallons	0	
Potential Pollution Incidents Mitigated by Response Efforts (Since Previous Meeting)	1	

USCG Civil Penalty Actions Resulting from Pollution	0	
Civil Penalties for USCG Hearing Officer Consideration	0	
Notices of Violation (Tickets)	0	
Letters of Warning	2	
Total Penalty Actions:	2	

Annual review of U.S. Coast Guard data and information solicited by the HSC from Humboldt County Sheriff's Marina Patrol, pilots, masters, industry representatives, and other parties shall be performed to assess the effectiveness of tug escorts in the prevention of accidents.

REF: 14 CCR 802(b)(1)(c)(5); (4) (B)

Present Condition

Highway 255 crosses over Eureka, Woodley Island, Tuluwat Island, and Arcata Channel by way of a fixed highway bridge. Clearances of the three spans are 40 feet vertical, 150 ft. horizontal from Eureka to Woodley Island; 30 feet vertical, 100 feet horizontal from Woodley Island to Tuluwat Island; and 45 feet vertical, 200 feet horizontal from Indian Island to the Samoa Channel. Vertical clearances are referred to mean high water. No large commercial vessels pass under these spans. Small pleasure and sailing craft pass under these spans while on their way to use the boating, sailing opportunities, and commercial oyster harvesting activities that exist on Arcata Bay during high tide periods.

These bridges have undergone seismic retrofit (project completed spring 2006). The horizontal and vertical clearances were not altered.

Recommendations

Present procedures and regulations are believed to be adequate; there are no recommendations for change at this time.

REF: 14 CCR 802(b)(7)(A)

Review by the Harbor Safety Committee prior to July 1 each year.

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MONITORING AND PLAN ENFORCEMENT

Present Condition Monitoring

Each member of the HSC as they function within the meaning of the existing federal, state, and local laws, regulations, and ordinances as they affect the Humboldt Bay Area, is charged with the responsibility of bringing back to the Harbor Safety Committee any recommended changes to the foregoing.

Enforcement

The U.S. Coast Guard is the principal regulator of vessel movements within the harbor boundaries as defined in Section I. The Coast Guard performs these duties on air, sea, and land using helicopters, patrol boats, and shoreside surveillance.

Pursuant to 33 CFR 6, Protection and Security of Vessels, Harbors, and Waterfront Facilities (Espionage Act), the rules and regulations of the relevant legislative authorities shall be enforced by the Captain of the Port (COTP) under the supervision and general direction of the District Commander and the Commandant. The COTP may supervise and control the movement of any vessel. The Espionage Act has powers based on security, not safety, and has only criminal penalties.

The Ports and Waterways Safety Act (PWSA) of 1972, as amended by the Port and Tanker Safety Act of 1978, (33 USC 1221 et seq.) provides the strongest authority for the Coast Guard's port safety program and is intended to increase vessel safety and protect the marine environment in ports, harbors, waterfront areas, and navigable waters. It allows the establishment of a Vessel Traffic Service (VTS), control of vessel movement, establishment of requirements for vessel operation, and other related port safety controls. This Act allows civil and criminal penalties for violations.

In addition, a number of other laws call for Coast Guard enforcement. These include the Federal Water Pollution Control Act, which delegates enforcement authority and responsibility to the Coast Guard in cases where oil and hazardous substances are discharged into U.S. waters in quantities which may be harmful. In addition, the Act to Prevent Pollution from Ships (33 USC 1901 et seq.) limits the operational discharges of oil from ships and requires reception facilities to receive waste that cannot be discharged at sea. Finally, the Marine Protection, Research and Sanctuaries Act of 1972 (33 USC 1401 et seq.) requires Coast Guard surveillance of ocean dumping activities.

COTP Orders (33 CFR 160.111) are directed at individual vessels and address short- term hazards. Any long-term directive would require that federal rule making procedures be followed. COTP orders may involve establishing a vessel traffic routing scheme or vessel size, speed, and draft limitations; restricting traffic movement to one direction and to certain times and requiring vessels to be assisted by tugboats.

Enforcement of the Harbor and Navigation Code of the State of California is the responsibility of the Humboldt County Sheriff's Department and is funded by the State of California.

Recommendations

It is encouraged that Committee members and alternates, as well as the entire waterfront community, monitor compliance of provisions contained in the Harbor Safety Plan. Noncompliance should be reported to the committee for appropriate action.

REF: 14 CCR 802(b)(8)(A)

FUNDING AND COMPETITION

Present Condition Funding

Funding for most of the recommendations will be from government agencies. Periodic soundings shall be conducted under the direction of the U.S. Army Corps of Engineers. Installation, movement, and repair of navigational aids shall be conducted by the U.S. Coast Guard.

The cost of hiring tugs is borne by the shipping company. The cost of maintaining Bar Pilots is borne by the Humboldt Bay Harbor, Recreation and Conservation District.

Procedural recommendations will not require funds to implement.

It is the responsibility of the shipping company and its vessel masters to be knowledgeable of procedures and rules of operation in Humboldt Bay, as described in this document.

The hazardous wave forecasting model (SWAN) for Humboldt Bay has been funded by the National Weather Service Forecasting Office whereas the CDIP Waverider buoy is funded by the Scripps institute of Oceanography.

Recommendations Recommendation 1

The Committee recommends that Lempert-Keene-Seastrand Oil Spill Prevention and Response Act of 1990 be amended to provide funding for all the recommendations put forth in this Plan.

Recommendation 2

Should funding not be available through the recommended entities the Committee requests that the recommendations be funded through OSPR revenues.

The OSPR will endorse the HSC's recommendations made in the Harbor Safety Plan; however, the OSPR cannot fund all the recommendations within the Plan, nor can Lempert-Keene-Seastrand Oil Spill Prevention and Response Act of 1990 be amended to provide such funding. Should the HSC determine that more funding is required in the future, the HSC may prepare recommendations in the Plan, as part of the annual update for specific projects recommending a specific amount of funding for specific projects as

described in the Plan that could not get funded. The OSPR will consider these recommendations as part of its review to determine the source and feasibility of funding.

REF: 14 CCR 802(b)(10)(A), (B); (11)(A)

Competition

The preceding rules, recommendations, and procedures have been compiled to create a harbor that can operate safely and with economic and regulatory feasibility.

The economic effects of this document will be felt most on barge shipping companies, as they are required to obtain escort tugs when transiting Humboldt Bay.

Humboldt Bay is one port; therefore, there are no port-to-port restrictions in Humboldt Harbor.

Dock owners will be impacted financially by the cost of annual berth soundings. Maintenance of the berthing area and the dock itself are normal expenses incurred by the dock owner.

Changes/modifications of communications protocol shall not have a negative fiscal or negative competitive effect on the harbor or shipping companies.

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SUMMARY OF HARBOR SAFETY COMMITTEE ACTIONS

Existing and proposed federal, state, and local laws, regulations, and ordinances affecting the harbor area were reviewed and considered in the HSC's recommendations.

GEOGRAPHIC BOUNDARIES

No action required at this time.
Review by the Harbor Safety Committee prior to July 1 each year.

HARBOR CONDITIONS

No action required at this time.
Review by the Harbor Safety Committee prior to July 1 each year.

HARBOR DEPTH AND CHANNEL DESIGN

The Humboldt Bay Harbor District is currently conducting a detailed evaluation of the Federal Navigation Channel and will be coordinating with the U.S. Army Corps of Engineers of the potential for a 216 Study associated with the Offshore Wind Energy Project.
Review by the Harbor Safety Committee prior to July 1 each year.

MONITORING THE IMPROVED CHANNELS

The Harbor Safety Committee recommends that the U.S. Army Corps of Engineers implement the recommendation to finalize the evaluations that were identified in the Humboldt Bay Long-Term Sediment Management Study (CWIS # 081540; P2 Project # 105098) to reduce and prevent shoaling in the Bar and Entrance Channels.
Review by the Harbor Safety Committee prior to July 1 each year.

TSUNAMIS

No action required at this time.
Review by the Harbor Safety Committee prior to July 1 each year.

AIDS TO NAVIGATION

The Humboldt Bay Harbor District, Cal Poly Humboldt, and Chevron currently hold contracts for PORTS activities and support. Should funding become necessary to replace or install additional equipment, the Harbor Safety Committee shall request funding from OSPR and/or identify other possible funding sources.
No action required at this time.
Review by the Harbor Safety Committee prior to July 1 each year.

VESSEL ROUTING AND TRAFFIC PATTERNS

Vessel Routing – No action required at this time.
Review by the Harbor Safety Committee prior to July 1 each year.

Vessel Traffic Patterns – No action required at this time.
Review by the Harbor Safety Committee prior to July 1 each year.

BEST MARITIME PRACTICES

General Anchorage – No action required at this time.
Review by the Harbor Safety Committee prior to July 1 each year.

Under Keel Clearance – No action required at this time.
Review by the Harbor Safety Committee prior to July 1 each year.

Tug Assist – Non Tank Vessels – No action required at this time.
Review by the Harbor Safety Committee prior to July 1 each year.

Safe Speed – No action required at this time.
Review by the Harbor Safety Committee prior to July 1 each year.

Small Craft – No action required at this time.
Review by the Harbor Safety Committee prior to July 1 each year.

Communications – No action required at this time.
Review by the Harbor Safety Committee prior to July 1 each year.

Tsunami Maritime Actions – Small Craft – No action required at this time.
Review by the Harbor Safety Committee prior to July 1 each year.

Tsunami Maritime Actions – Precautionary Measures Ocean Going Ships/Barges – No action required at this time.
Review by the Harbor Safety Committee prior to July 1 each year.

VESSEL ANCHORAGE

The Humboldt Bay Harbor District recommends to the HSC and OSPR that anchorage areas will need to be reviewed and possibly updated to reflect a projected increase in vessel traffic and anchorage needs associated with the proposed Offshore Wind Energy developments and potential new heavy lift, multipurpose terminal.
Review by the Harbor Safety Committee prior to July 1 each year.

VESSEL TRAFFIC SERVICE

The Humboldt Bay Harbor District recommends to the HSC and OSPR that a Vessel Traffic Service will need to be reviewed and possibly updated to reflect a projected increase in vessel traffic and anchorage needs associated with the proposed Offshore Wind Energy developments and potential new heavy lift, multipurpose terminal.
Review by the Harbor Safety Committee prior to July 1 each year.

TUG ESCORTS

The Humboldt Bay Harbor District recommends to the HSC and OSPR that the HSC should review Tug Capability Requirements associated with the proposed offshore wind energy project and potential construction of a new multipurpose heavy lift terminal.
Review by Harbor Safety Committee prior to July 1 each year.

PILOTAGE

The Humboldt Bay Harbor District currently has two Observing Apprentice pilots as of August, 2022.
No action is required at this time.
Review by Harbor Safety Committee prior to July 1 each year.

COMMUNICATIONS

No action required at this time.
Review by the Harbor Safety Committee prior to July 1 each year.

CASUALTY DATA (2021-2022) WITHIN THE HUMBOLDT BAY AREA

No action required at this time.
Review by the Harbor Safety Committee prior to July 1 each year.

MOTOR VEHICLE BRIDGES

No action required at this time.
Review by the Harbor Safety Committee prior to July 1 each year.

MONITORING AND ENFORCEMENT

No action required at this time.
Review by the Harbor Safety Committee prior to July 1 each year.

FUNDING AND COMPETITION

No action required at this time.
Review by the Harbor Safety Committee prior to July 1 each year.

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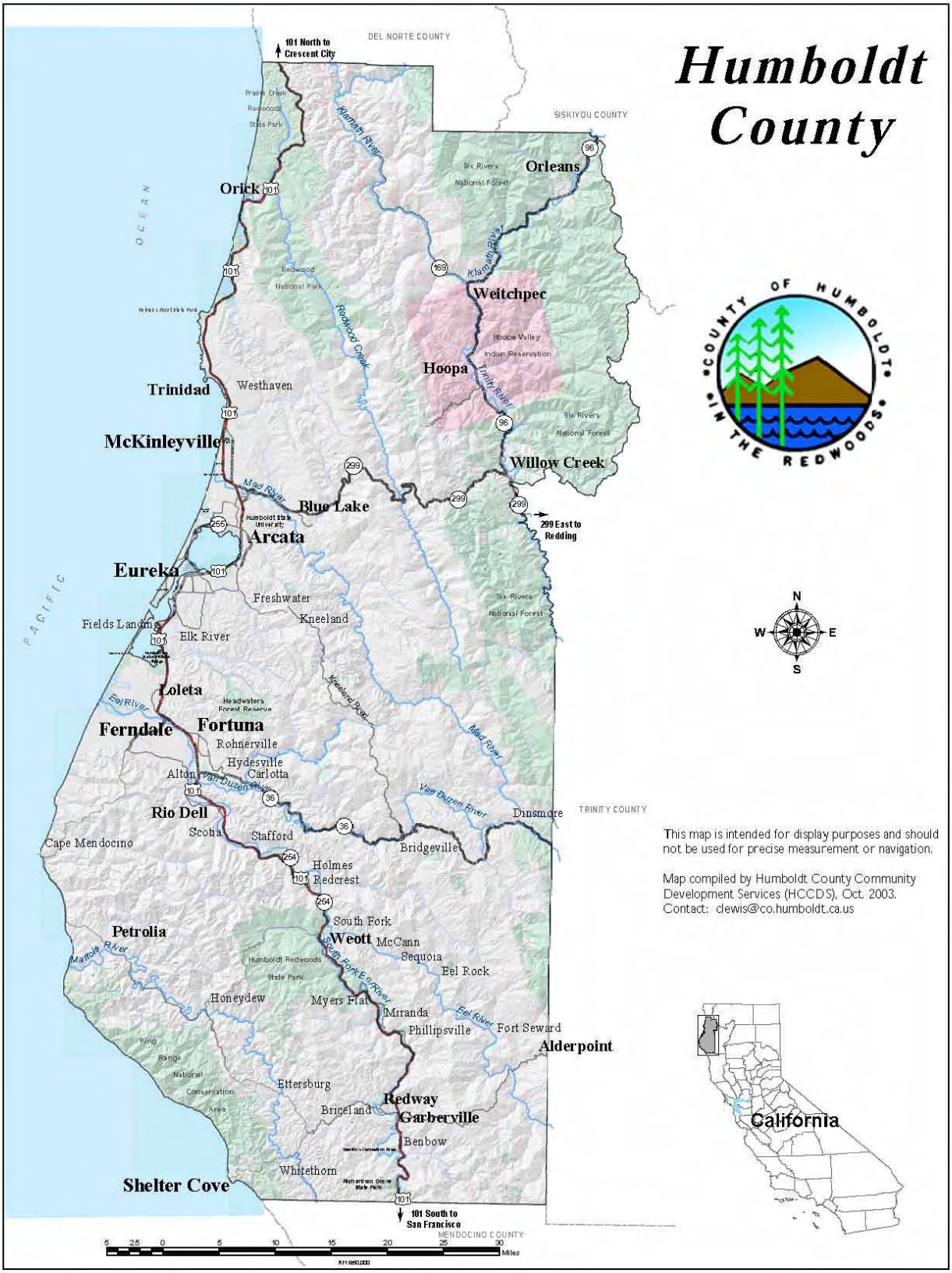
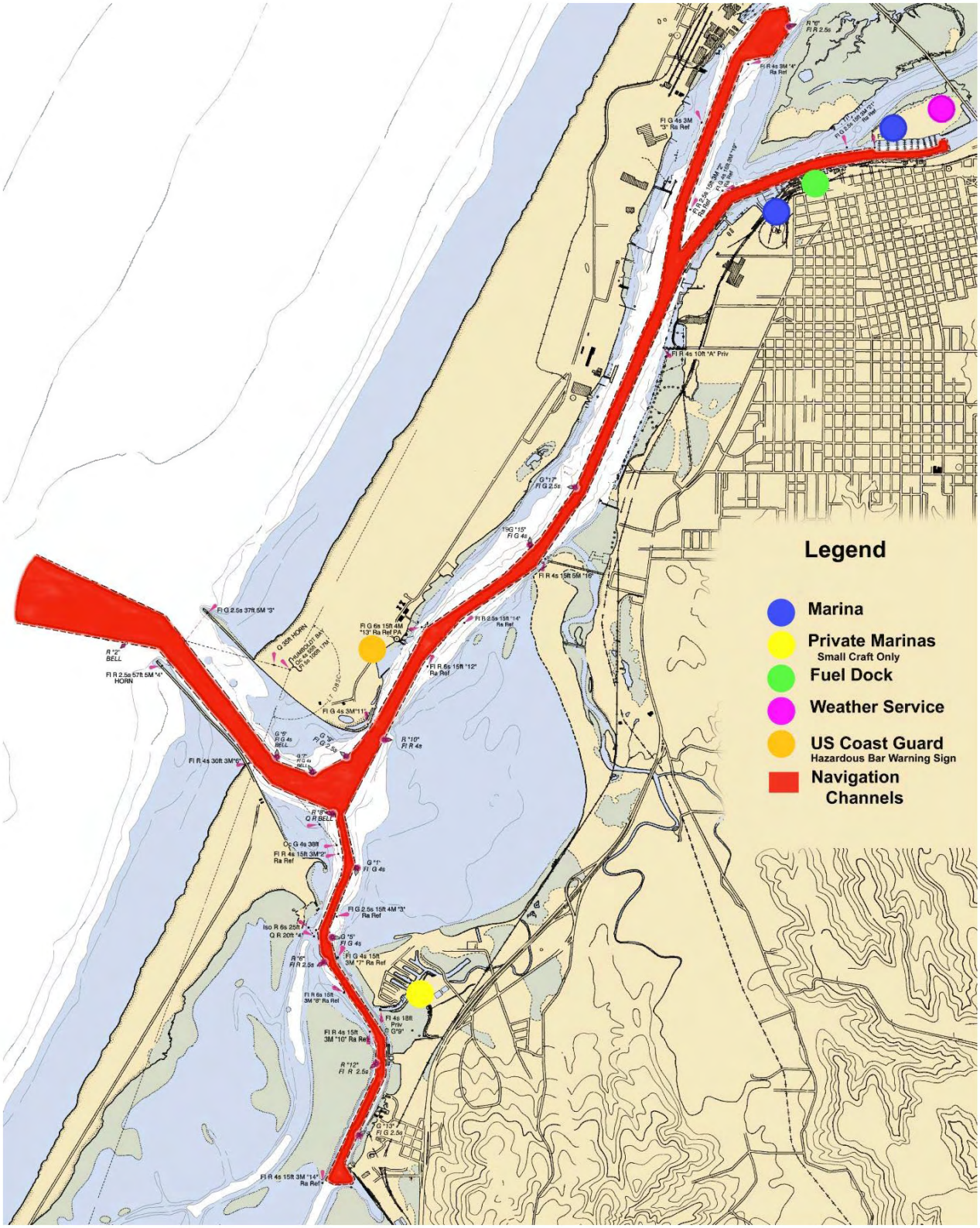
APPENDIX I: MAPS

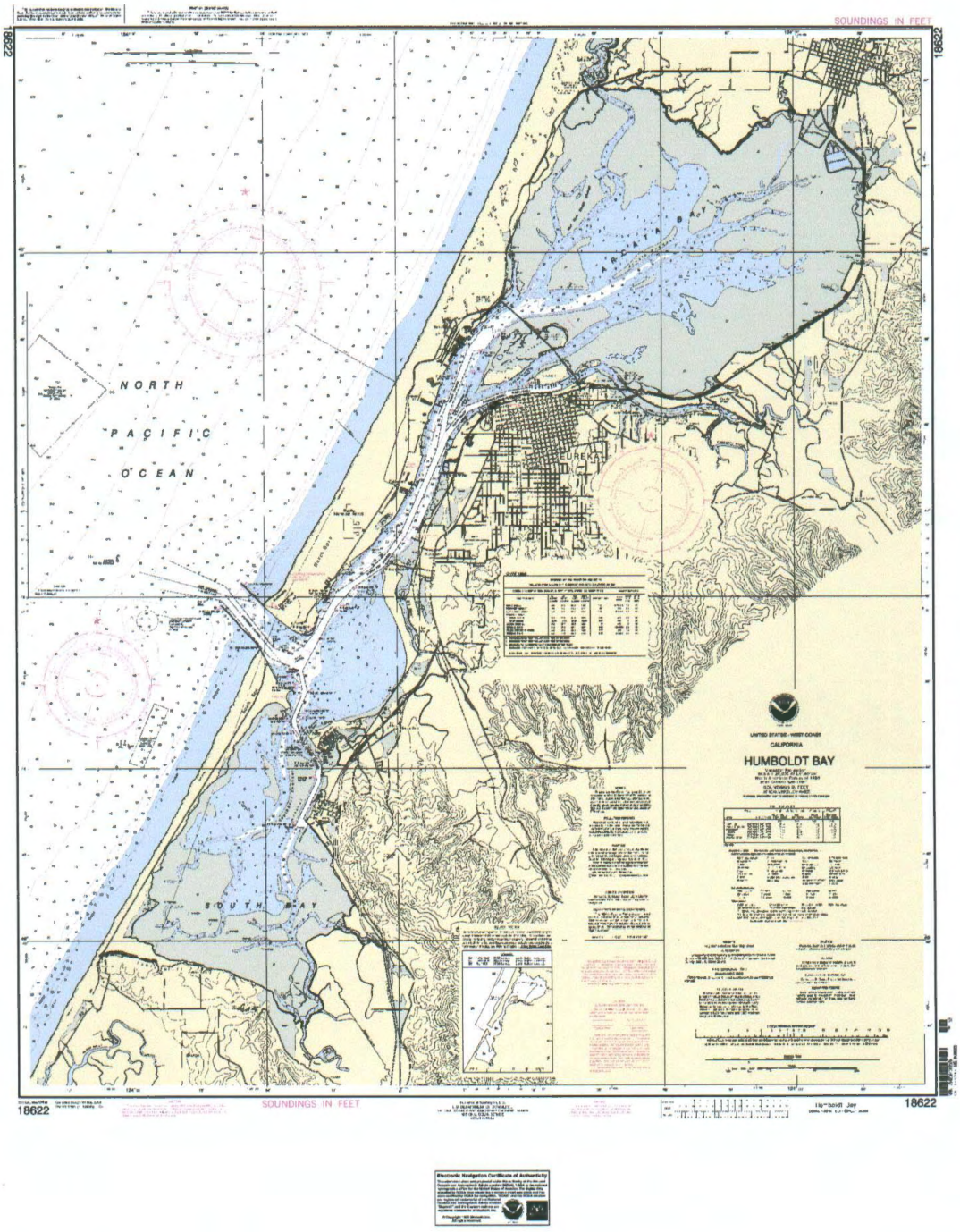


Appendix I – 1: Location Map – Humboldt

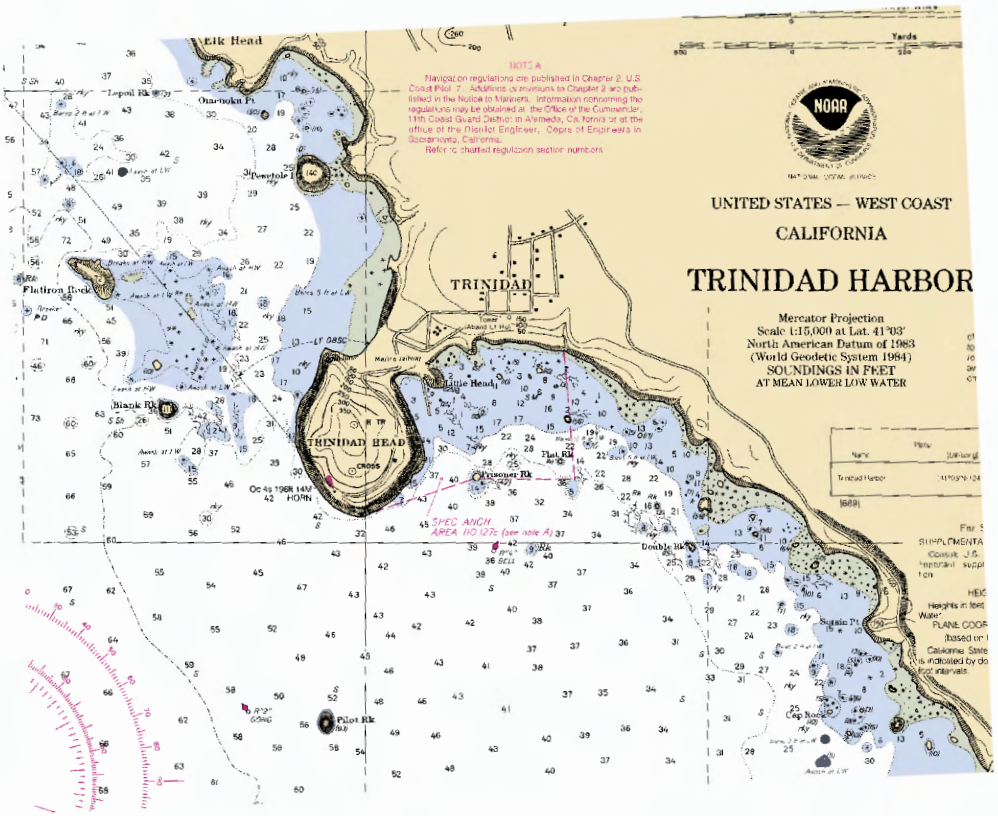
Appendix I – 2: Harbor Safety Committee of the Humboldt Bay Area Boundary



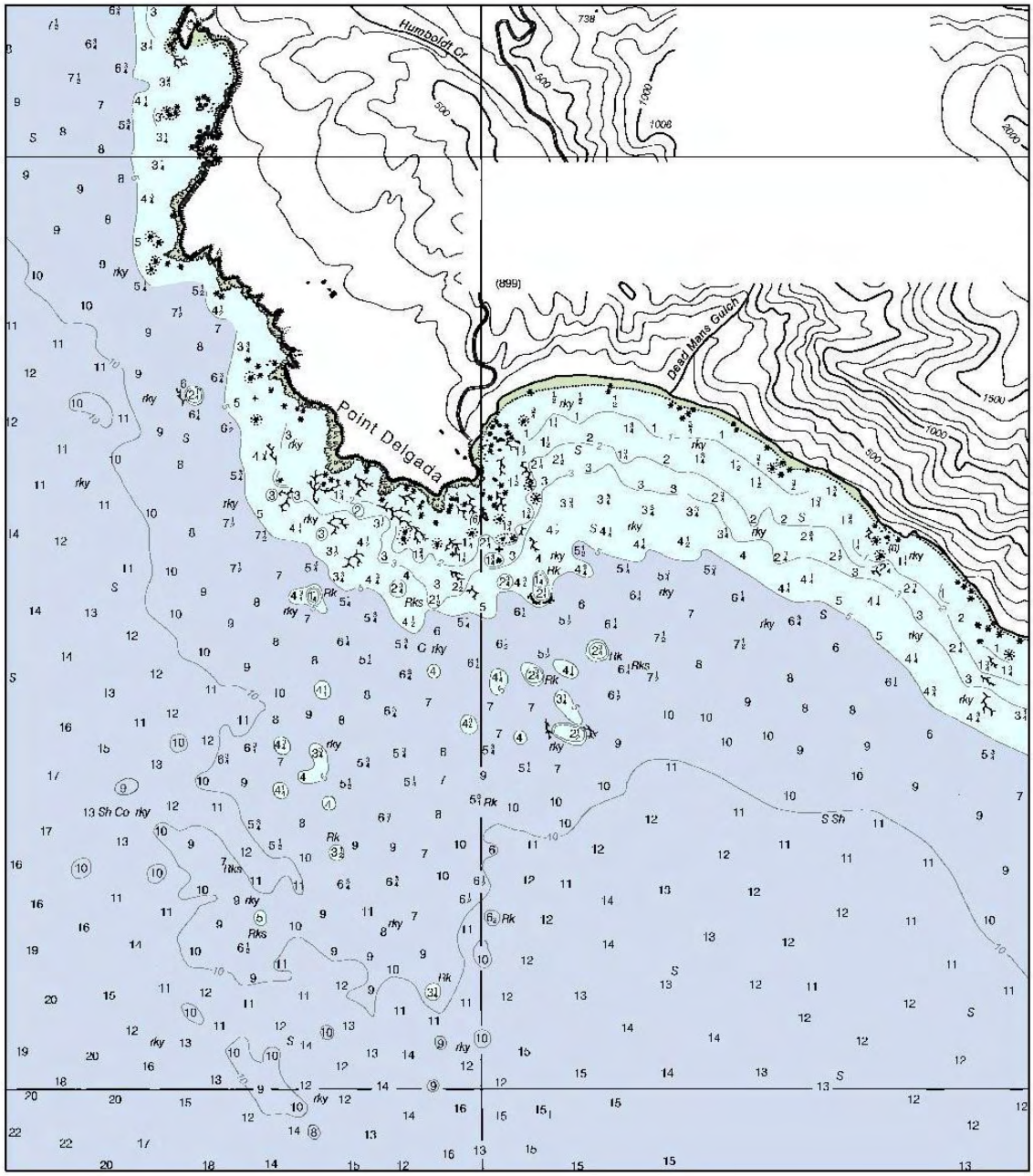
Appendix I – 3: Humboldt Bay Area Facilities Map



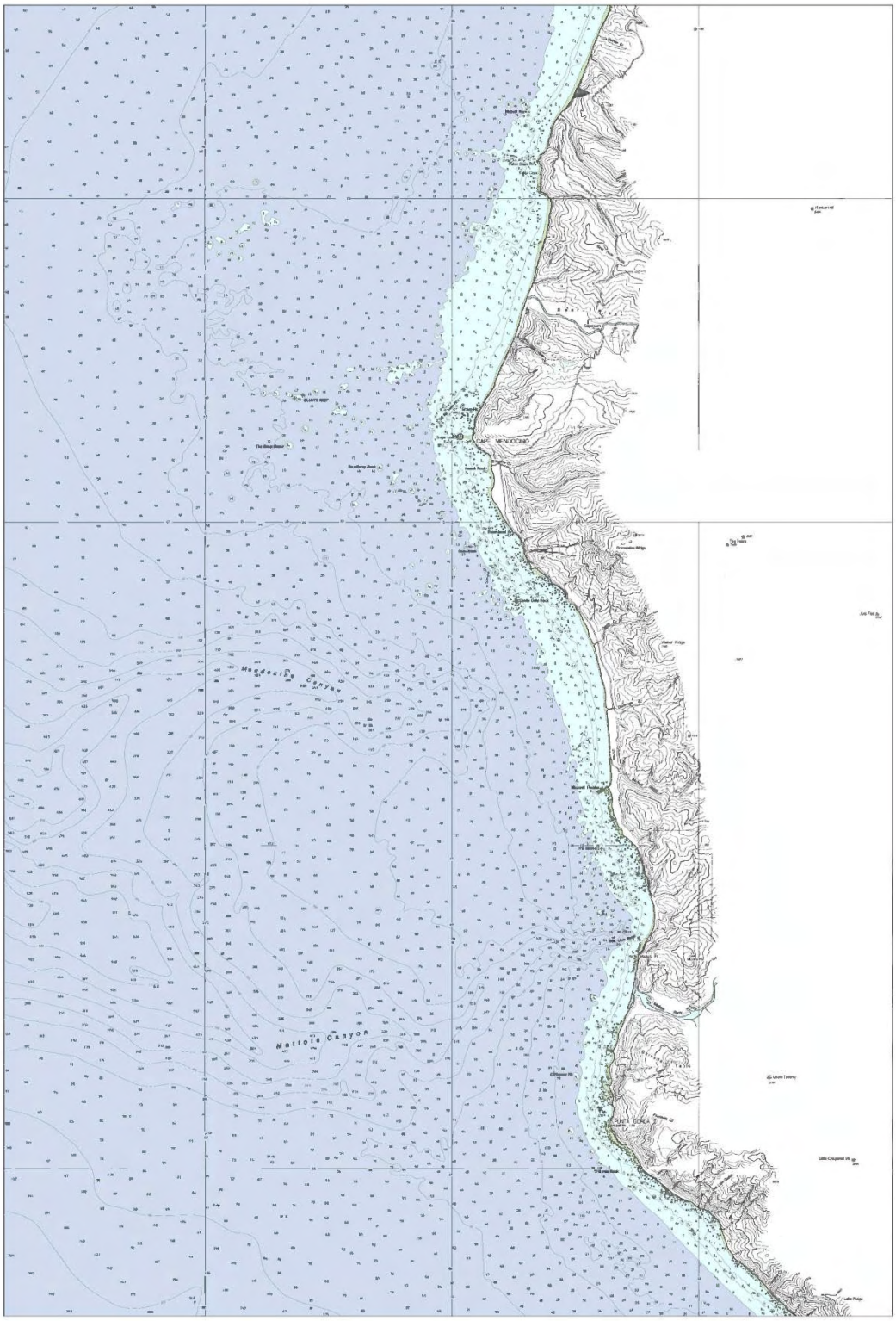
Appendix I – 4: Humboldt Bay Area



Appendix I – 5: Trinidad Harbor Area



Appendix I – 6: Shelter Cove Area



Appendix I – 7: Cape Mendocino Area

APPENDIX II

DFG - OSPR letter from Mr. Pete Bontadelli, Administrator, approving the originally submitted Harbor Safety Plan.

STATE OF CALIFORNIA—THE RESOURCES AGENCY PETE WILSON, *Governor*

DEPARTMENT OF FISH AND GAME
1416 NINTH STREET
P.O. BOX 944209
SACRAMENTO, CA 94244-2090
(916) 445-9326

April 26, 1993

Mr. Don Tuttle, Chairperson
Harbor Safety Committee
Humboldt Bay Area
Department of Public Works
1215 Union Street
Arcata, California 95521

Dear Mr. Tuttle

It is my pleasure to inform you that the Humboldt Bay Harbor Safety Plan (Plan) is approved in accordance with Section 8670.23 (e) of the Government Code. This approval is based upon the review of the following documents:

1. The Harbor Safety Committee (HSC) of the Humboldt Bay Area "Final Proposal Harbor Safety Plan" January 28, 1993; and,

2. The January 28, 1993 revision of the "HSC Response to OSPR Compliance Review of the Humboldt Bay Area Harbor Safety Plan", originally dated September 24, 1992.

The Office of Oil Spill Prevention and Response (OSPR) has determined that the Plan essentially complies with the draft regulations for HSC plans, addressed in Title 14 of the California Code of Regulations, sections 800 - 802 (once adopted). Additionally, the original Plan (dated September 24, 1993) was subject to a 45-day public review and comment period with a public workshop held in Eureka on December 9, 1992. As a result, no significant comments to the Plan were provided in oral testimony, nor were there any written comments submitted to the OSPR.

My congratulations go to the Humboldt Bay Area HSC for developing this Plan which will enhance the safe navigation and operation of vessels within the Humboldt Bay Area, while reducing the likelihood of an oil spill occurring. My personal thanks to you and the HSC for all of your hard work, dedication, and professionalism in preparing this Plan.

The next step in this planning process is to work closely with the HSC to bring the Plan to full regulatory compliance with the draft regulations and to implement the Plan in an expeditious manner.

Enclosed is a list of deficiencies that still exist in the Plan that the HSC needs to further address so as to bring the Plan into full compliance. In order to help successfully implement this Plan, these deficiencies need to be addressed in the Plan's first annual review and update by July 1, 1993.

If the HSC feels that addressing the enclosed list of deficiencies by July 1, 1993 is not practicable, please provide an alternative schedule to the OSPR at the address in the letterhead above within two weeks of receipt of this letter.

Should you have any questions or concerns, please contact me at the letterhead address or telephone number or contact Ms. Cathi Slaminski at (916) 327-4724, or Mr. Carl Young at (916) 327-4699.

Once again, I would like to thank you and the HSC for your dedicated service to the State of California and a job well done.

Sincerely,

Pete

Pete Bontadelli
Administrator
Office of Oil Spill Prevention
and Response

Enclosure

cc: See Next Page

APPENDIX III

Excerpt from Lempert-Keene-Seastrand Oil Spill Prevention and Response Act Government Code section creating Harbor Safety Committees.

California Code of Regulations Title 14, Division 1. Subdivision 4, Chapter 3, Subchapter 1, 800.0. - Harbor Safety Committees.

Lempert-Keene-Seastrand Oil Spill Prevention and Response Act

TITLE 2.
DIVISION 1.
Chapter 7.4. Oil Spill Response and Contingency Planning
Article 1. General Provisions

GOVERNMENT CODE SECTION

§ 8670.23. Harbor Safety Committees; members; qualifications; chairperson and vice chairperson; removal of members; reimbursement for expenses
(a) The administrator shall establish Harbor Safety Committees for harbors and adjacent regions of San Diego; Los Angeles/Long Beach; Port Hueneme; San Francisco; and Humboldt Bay.
(b) The administrator shall determine the geographic area for each harbor safety committee.
(c) The administrator shall appoint to each harbor safety committee, for a term of three years, all of the following members, and their alternates:
(1) A designee of a port authority within the harbor.
(2) A representative of tank ship operators.
(3) A representative of the pilot organizations within the harbor.
(4) A representative of dry cargo vessel operators.
(5) A representative of commercial fishing operators.
(6) A representative of a recognized nonprofit environmental organization that has as a purpose the protection of marine resources.
(7) A designee of the California Coastal Commission, except that for the Harbor Safety Committee for San Francisco Bay, the administrator shall appoint a designee of the San Francisco Bay Conservation and Development Commission.
(8) A representative from a recognized labor organization involved with operations of vessels.
(9) A designee of the Captain of the Port from the United States Coast Guard, the United States Army Corps of Engineers, the National Oceanographic and Atmospheric Administration, and the United States Navy to the extent that each consents to participate on the committee.
(10) A representative of tug or tank barge operators, who is not also engaged in the business of operating either tank ships or dry cargo vessels.
(11) A representative of pleasure boat operators.
(12) A harbor safety committee may petition the administrator with a request for a new or additional membership position needed to conduct the harbor safety committee business and that reflects the makeup of the local maritime community. The approval of this petition shall be at the sole discretion of the administrator.
(13) A harbor safety committee may petition the administrator for the elimination of a new or additional membership position requested and approved pursuant to paragraph (12). The approval of this petition shall be at the sole discretion of the administrator.
(d) The members appointed from the categories listed in paragraphs (2), (3), (4), and (10) of subdivision (c) shall have navigational expertise. An individual is considered to have navigational expertise if the individual meets any of the following conditions:
(1) Has held or is presently holding a Coast Guard Merchant Marine Deck Officer's license.
(2) Has held or is presently holding a position on a commercial vessel that includes navigational responsibilities.

(3) Has held or is presently holding a shoreside position with direct operational control of vessels.
(4) Has held or is currently holding a position having responsibilities for permitting or approving the docking of vessels in and around harbor facilities relating to the safe navigation of vessels.
(e) The administrator shall appoint a chairperson and vice chairperson for each harbor safety committee from the membership specified in subdivision (c). The administrator may withdraw such appointments at his or her sole discretion.
(f) Upon request of the harbor safety committee, the administrator may remove a member.
(g) Each member of a harbor safety committee may be reimbursed for actual and necessary expenses incurred in the performance of committee duties.

(Added by Stats.1990, c. 1248 (S.B.2040), § 17, eff. Sept. 24, 1990. Amended by Stats.1994, c. 1298 (A.B.3425), § 3; Stats.1995, c. 337 (A.B.1742), § 5; Stats.2001, c. 748 (A.B.715), § 13; Stats.2004, c. 796 (S.B.1742), § 18.)

§ 8670.23.1. Harbor Safety Committees; harbor safety plans; regulations; implementation; revision; findings and recommendations on safety issue
(a) Each harbor safety committee established pursuant to Section 8670.23 shall be responsible for planning for the safe navigation and operation of tank ships, tank barges, and other vessels within each harbor. Each committee shall prepare a harbor safety plan, encompassing all vessel traffic within the harbor.
(b) The administrator shall adopt regulations for harbor safety committee membership positions required in addition to those specified in Section 8670.23 and for harbor safety plans in consultation with the committees of those harbors listed in Section 8670.23, and other affected parties. The regulations shall require that the plan contain a discussion of the competitive aspects of the recommendations of the harbor safety committee.
(c) The regulations shall ensure that each harbor safety plan includes all of the following elements:
(1) A recommendation determining when tank vessels are required to be accompanied by a tugboat or tugboats, of sufficient size, horsepower, and pull capability while entering, leaving, or navigating in the harbor. The Harbor Safety Committee for San Francisco shall give the highest priority to the continual review and evaluation of tugboat escort regulations. The administrator shall be guided by the recommendations of the harbor safety committee when adopting regulations pursuant to Section 8670.17.2.
(2) A review and evaluation of the adequacy of, and any changes needed in, all of the following:
(A) Anchorage designations and sounding checks.
(B) Communications systems.
(C) Small vessel congestion in shipping channels.
(D) Placement and effectiveness of navigational aids, channel design plans, and the traffic and routings from port construction and dredging projects.
(3) Procedures for routing vessels during emergencies that impact navigation.
(4) Bridge management requirements.
(5) Suggested mechanisms to ensure that the provisions of the plan are fully and regularly enforced.
(d) Each harbor safety plan shall be submitted to the administrator. The administrator shall review and provide comment on the plan for consistency with the regulations.
(e) The administrator shall, in consultation with the harbor safety committees listed in Section 8670.23, implement the plans. The administrator shall adopt regulations necessary to implement the plans. When federal authority or action is required to implement a plan, the administrator shall petition the appropriate federal agency or the United States Congress, as may be necessary.
(f) On or before July 1 of each year, each harbor safety committee shall revise its respective harbor safety plan and report its findings and recommendations to the administrator.

(g) The administrator may direct a harbor safety committee to address any issue affecting maritime safety or security, as appropriate, and to report findings and recommendations on those issues. The administrator shall forward those findings and recommendations to the appropriate authority.

(Added by Stats.1995, c. 337 (A.B.1742), § 6. Amended by Stats.2001, c. 748 (A.B.715), § 14; Stats.2004, c. 796 (S.B.1742), § 19.)

§ 8670.23.2. Harbor Safety Committee members; immunity from liability

(a) The Legislature hereby finds and declares that because the administrator must rely on the expertise provided by volunteer members of the harbor safety committees and be guided by their recommendations in making decisions that relate to the public safety, members of the harbor safety committees should be entitled to the same immunity from liability provided other public employees.

(b) Members of the harbor safety committees appointed pursuant to Section 8670.23, while performing duties required by this article or by the administrator, shall be entitled to the same rights and immunities granted public employees by Article 3 (commencing with Section 820) of Chapter 1 of Part 2 of Division 3.6 of Title 1. Those rights and immunities are deemed to have attached, and shall attach, as of the date of appointment of the member to the harbor safety committee.

(Added by Stats.1995, c. 337 (A.B.1742), § 7.)

§ 8670.24. Pilotage areas; evaluations

(a) The administrator shall evaluate all pilotage areas in the state. This evaluation shall include all of the following:

(1) The effectiveness of the state licensing program.

(2) The policies and procedures for investigating pilot incidents by either the Coast Guard or the State Board of Pilot Commissioners for the Bays of San Francisco, San Pablo, and Suisun.

(3) The feasibility and desirability of applying a surcharge in addition to other fees for pilotage for the purposes of providing expanded pilot training.

(b) The administrator will contact the various pilotage groups, the Coast Guard, and the maritime industry as part of his or her evaluation process.

(Added by Stats.1990, c. 1248 (S.B.2040), § 17, eff. Sept. 24, 1990. Amended byStats.2004, c. 796 (S.B.1742), § 20.)

CALIFORNIA CODE OF REGULATIONS
TITLE 14, DIVISION 1
SUBDIVISION 4, OFFICE OF OIL SPILL PREVENTION AND RESPONSE
CHAPTER 3. OIL SPILL PREVENTION AND RESPONSE PLANNING
SUBCHAPTER 1. HARBOR SAFETY COMMITTEES AND HARBOR SAFETY PLANS
SECTIONS 800 - 802
Effective 2/9/05

800. DEFINITIONS
In addition to the definitions in Chapter 1, Section 790 of this Subdivision, the following definitions shall govern the construction of this subchapter. Where similar terms are defined, the following will supersede the definition in Chapter 1:
(a) "Vessels" means any watercraft or ship of any kind, including every structure adapted to be navigated from place to place for the transportation of merchandise or persons.
NOTE: Authority cited: Section 8670.23, Government Code.
Reference: Sections 8670.3, 8670.21 and 8670.23, Government Code.

800.5. HARBOR SAFETY COMMITTEES
(a) The Administrator shall create harbor safety committees for the harbors and adjacent regions of San Diego Bay; Los Angeles/Long Beach Harbor; Port Hueneme; San Francisco, San Pablo, and Suisun Bays; and Humboldt Bay. In consultation with each harbor safety committee, the Administrator shall determine its geographic region of responsibility which shall be clearly reflected in the committee's plan as described in Section 802(b)(2) of this Subchapter.
(b) In the event that a designee of a port authority is not able to participate as a harbor safety committee member due to military affiliations, the civilian counterpart for that harbor may serve in place of the port authority designee.
(c) All meetings of harbor safety committees, their subcommittees, workgroups or organizations, as defined in Government Code Section 54952, are subject to the open meeting requirements contained in Government Code Sections 54950 through 54962.
NOTE: Authority cited: Sections 8670.23 and 8670.23.1, Government Code.
Reference: Section 8670.23, Government Code.

800.6. HARBOR SAFETY COMMITTEE MEMBERSHIP
(a) The Administrator shall appoint to each harbor safety committee, for a term of three years, all of the following members and their alternates:
(1) A designee of each of the port authorities within the region, except that the harbor safety committee for the San Francisco, San Pablo and Suisun Bay region shall have four designees.
(2) A representative of dry cargo vessel operators, except that the harbor safety committee for the San Francisco, San Pablo and Suisun Bay region may have two representatives.
(3) A representative of tank ship operators, except that the harbor safety committee for the San Francisco, San Pablo and Suisun Bay region shall have one additional representative of either tank ship operators or marine oil terminal operators.
(4) For the harbor safety committees for the Los Angeles/Long Beach Harbor region, Port Hueneme region, and Humboldt Bay region a representative of marine oil terminal operators.
(5) A representative of tug or tank barge operators, who is not also engaged in the business of operating either tank ships or dry cargo vessels, except that the harbor safety committees for the San Francisco, San Pablo and Suisun Bay region and Humboldt Bay region shall have one representative of tug operators and one representative of tank barge operators, neither of whom is also engaged in the business of operating either tank ships or dry cargo vessels.
(6) For the harbor safety committees for the San Francisco, San Pablo and Suisun Bay region, Los Angeles/Long Beach Harbor region and San Diego Bay region, a representative of scheduled

passenger ferry or excursion vessel operators.
(7) A representative of the pilot organizations within the region, except that the harbor safety committee for the Los Angeles/Long Beach Harbor region shall have two pilot representatives: one a designee of the Port of Los Angeles pilot organization and one a designee of the Port of Long Beach pilot organization. Additionally, the harbor safety committee for the Los Angeles/Long Beach Harbor region shall have one representative of mooring masters who represents all mooring masters operating within the committee's geographic area of responsibility.
(8) A representative of a recognized labor organization involved with operations of vessels.
(9) A representative engaged in the business of commercial fishing.
(10) A representative of pleasure boat operators or a recreational boat organization.
(11) A representative of a recognized nonprofit environmental organization that has as a purpose the protection of marine resources, except that the harbor safety committee for the Los Angeles/Long Beach Harbor region may have two representatives .
12) The United States Coast Guard Captain of the Port and a designee of each of the following federal agencies to the degree that each consents to participate on the committee: the United States Army Corps of Engineers, the National Oceanographic and Atmospheric Administration, and the United States Navy.
(13) A designee of the California Coastal Commission, except for the harbor safety committee for the San Francisco, San Pablo and Suisun Bay region, where the Administrator shall appoint a designee of the San Francisco Bay Conservation and Development Commission.
(b) A harbor safety committee may petition the Administrator with a request for new or additional membership positions for special needs to conduct ongoing harbor safety committee business and which reflect the makeup of the local maritime community. The qualifications for such positions shall be set either in committee bylaws or on the petition. The approval of such petitions shall be at the sole discretion of the Administrator.
(c) A harbor safety committee may petition the Administrator for the elimination of new or additional membership positions requested and approved pursuant to Subsection (b). The approval of such petitions shall be at the sole discretion of the Administrator.
(d) The members appointed from the categories listed in Subsections (a)(2), (3), (4), (5),(6), and (7) above shall have navigational expertise. An individual is considered to have navigational expertise if the individual meets any of the following conditions:
(1) Has held or is presently holding a United States Coast Guard Merchant Marine Deck Officer's license.
(2) Has held or is presently holding a position on a commercial vessel that includes navigational responsibilities.
(3) Has held or is presently holding a shoreside position with direct operational control of vessels.
(4) Has held or is currently holding a position having responsibilities for permitting or approving the docking of vessels in and around harbor facilities.
(e) The Administrator shall appoint a chairperson and vice chairperson, for a term not to exceed the balance of their current membership appointment, for each harbor safety committee from the membership specified in Subsection (a) above. The Administrator may withdraw such appointments at his or her sole discretion.
(f) Upon request of the committee chairperson, pursuant to the committee's bylaws, the Administrator may remove a member or alternate appointed under authority of Subsection (a) above.
NOTE: Authority cited: Sections 8670.23 and 8670.23.1, Government Code.
Reference: Section 8670.23, Government Code.

801. GENERAL PROVISIONS

(a) Each harbor safety committee shall be responsible for planning for the safe navigation and operation of vessels within its geographic region of responsibility. As part of meeting this responsibility, each committee shall prepare and submit to the Administrator its harbor safety plan which encompasses all vessel traffic within its region and addresses the region's unique safety needs.
(b) All harbor safety plans shall be consistent with both the California Oil Spill Contingency Plan and the National Contingency Plan.
(c) All harbor safety plans shall be in writing and shall include a reference to any federal, state or local laws or regulations if those laws or regulations were relied upon to develop the plan.
(d) Harbor safety plans which meet the requirements of this subchapter shall be implemented by the Administrator in consultation with the respective committee.
(e) On or before July 1 of each year, each harbor safety committee shall assess maritime safety or security within its region, including tank vessel safety, and shall report its findings and recommendations for improvements to the Administrator by amending its current harbor safety plan or instituting other alternatives to address its findings. All plans shall be reviewed by the Administrator to ensure their compliance with this subchapter.
(f) The Administrator may direct a harbor safety committee to address any issue affecting maritime safety or security, as appropriate, and to report findings and recommendations on those issues.
NOTE: Authority cited: Sections 8670.23 and 8670.23.1, Government Code.
Reference: Section 8670.23, Government Code.

802. HARBOR SAFETY PLAN CONTENT
(a) All harbor safety plans shall be written in consideration of the best achievable protection standard as that term is defined in Chapter 1 of this subdivision.
(b) Each harbor safety plan shall include, at a minimum, a discussion of the following:
(1) Tug Escorts
(A) One section of the plan shall be dedicated to the usage of tug escorts in the committee's geographic region of responsibility.
(B) This section shall allow for a case-by-case determination of tug escort usage or need based on specified criteria which include, but are not limited to, all of the following factors:
1. the physical limitations of the tugs;
2. an analysis of commonly encountered weather and sea conditions including, but not limited to, wind, tidal and ocean currents;
3. the type of cargo carried by the tank vessel;
4. a determination of whether or not tug escorts are needed for unladen tank vessels; and
5. the effectiveness of tug escorts in steering and/or stopping assistance for heavily laden tank vessels given the geographic and navigational limitations of that region.
(C) This section shall also include, but not be limited to, all of the following:
1. an outline discussing tug boat capabilities when assisting a tank vessel;
2. a recommendation determining when tank vessels must be escorted by tug(s) while entering, leaving, or navigating in the region;
3. a determination of sufficient size, horsepower, and pull capacity of the tug(s) to assure maximum assistance capability;
4. a comprehensive inventory of the number and types of tugs available for tank vessel escort in each geographic region; and
5. an analysis, including factual data and studies relating to the analysis, which specifies the incidence and location of accidents and the effects of the absence or presence of tug escorts at the time of those accidents.
(D) Each plan shall address its method for performing a continued study of tug escorts,

which will rely in part on relevant information solicited by the harbor safety committee from pilots, masters, representatives from towing industries and builders, and other interested parties.

(2) Geographic Region of Responsibility

This section shall provide a written description of each committee's geographic region of responsibility and shall include a large scale chart, or chartlet, illustrating the entire region. The geographic region of responsibility described and illustrated shall be the one approved by the Administrator as outlined in Section 800.5(a) of this Subchapter.

(3) Regional Harbor Conditions

This section shall provide:

(A) a description of existing and expected conditions of weather, tidal ranges, tidal currents (directions and velocities) and other factors which might impair or restrict visibility or impact vessel navigation;

(B) a description of the procedures for routing vessel traffic, and any contingency or secondary routing plans which may be used during construction and dredging operations;

(C) a description of limitations of current anchorages (designations, proximity to heavily used fairways or channels) and any plans, if developed, to address those limitations; and

(D) a description of the current channel design (navigable channel width and advertised dredged depth) and any proposed changes to these plans.

(4) Vessel Traffic Patterns

This section shall provide, to the greatest extent possible:

(A) A description of the types of vessels which call on the ports or facilities within the region; and

1. identification of the types of cargo transported on the vessels; and

2. a determination of the amount of oil annually (using a three year average) shipped into or from the ports or facilities within the region.

(B) a history and types of all accidents and near-accidents which have occurred within the region during the past three years and any corrective actions or programs taken to alleviate recurrences. For purposes of this subsection, "near-accident" shall mean all situations where a risk of collision as defined by 33 USC 2007 existed;

(C) an assessment of current safety problems or conflicts with small vessels, sailing vessels, or vessels engaged in fishing as it relates to violation of Rule 9 (Narrow Channels Rule) of the Inland Navigational Rules Act (33 USC 2009);

(D) current procedures for routing vessels during emergencies or other contingencies which impact navigation;

(E) a review of existing and proposed federal, state and local laws, regulations or ordinances affecting the region to determine a need for any change;

(F) an assessment of the need for establishing or upgrading existing educational or public awareness programs for all waterway users.

(5) Aids to Navigation

This section shall:

(A) describe any fixed navigational hazards specific to the region and aids to navigation systems in place to minimize risk of contact with these hazards;

(B) evaluate the existing aids to navigation systems available to each region as established and maintained by the United States Coast Guard or other navigational aids as permitted by the United States Army Corps of Engineers, and determine the need for any changes; and

(C) evaluate current programs to determine accurate depth information in navigable channels, anchorages and berths used by tank vessels, and make recommendations

necessary to increase the accuracy of such information.
(6) Communication
This section shall:
(A) review and evaluate the adequacy of current ship-to-ship and ship-to-shore communication systems used in the region;
(B) identify any low propagation, or silent areas within the region;
(C) if communication deficiencies exist, develop a strategy to address such deficiencies.
(7) Bridge Management Requirements
(A) This section shall assess the current schedule for bridge openings, the adequacy of ship-to-bridge communications, and the physical limitations affecting vertical and horizontal clearance.
(8) Enforcement
(A) This section shall include suggested mechanisms that will ensure that the provisions of the plan are fully, uniformly and regularly enforced.
(9) Project Funding
This section shall:
(A) provide recommendations for funding projects that the committee intends to recommend or initiate; and
(B) consider the imposition of user fees, and assess existing billing mechanisms as potential funding sources.
(10) Competitive Aspects
This section shall:
(A) identify and discuss the potential economic impacts of implementing the provisions of the harbor safety plan; and
(B) describe the significant differences in the restrictions that could vary from port to port within the region.
(11) Miscellaneous
(A) This section shall address any additional issues deemed necessary by the harbor safety committee that could impact safe navigation in the region including, but not limited to:
1. vessel pilotage;
2. vessel ballast procedures or requirements;
3. vessel mooring requirements;
4. navigation in reduced or restricted visibility; and
5. maintenance dredging necessary for safe vessel operation.
NOTE: Authority cited: Sections 8670.23 and 8670.23.1, Government Code.
Reference: Section 8670.23, Government Code.

CALIFORNIA CODE OF REGULATIONS TITLE 14, DIVISION 1
SUBDIVISION 4, OFFICE OF OIL SPILL PREVENTION AND RESPONSE
CHAPTER 4. VESSEL REQUIREMENTS.
SUBCHAPTER 4. TANK VESSEL ESCORT REGULATIONS FOR HUMBOLDT BAY
SECTIONS 851.80 - 851.86

Effective March 29, 1997

Article 1. General Provisions and Definitions.

1.1. Purpose and Scope.

The regulations in this subchapter set forth tank vessel escort requirements for tank vessels entering, shifting within, or leaving Humboldt Bay.

“Humboldt Bay” encompasses those harbor boundaries which include all submerged lands of Humboldt Bay (Inner Harbor); and the open water boundary defined as the area centered on the Humboldt Bay Sea Buoy and extending radially outward for a distance ofone mile then landward to the perpendicular intersection with the north and south spits.

The escort tug requirements specify that tank vessels carrying as cargo a total volume of oil greater than or equal to 5,000 long tons or 5% of the vessel's deadweight tonnage, whichever is less, shall be escorted by a suitable escort tug(s).

The escort tug(s) shall be used to influence the speed and direction of travel of a tank vessel in the event of a steering or propulsion failure, thereby reducing the possibility of groundings or collisions and the risk of an oil spill from these tank vessels.

The Administrator shall 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 offailures 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.

Note: Authority: Sections 8670.17.2 and 8670.23.1, Government Code.
Reference: Sections 8670.17.2 and 8670.23.1, Government Code.

1.2. Definitions.

In addition to the definitions found in Government Code Section 8670.3 and Chapter 1, Section 790 of this subdivision, the following definition shall apply to this subchapter. Where similar terms are defined, the following will supersede the definition in Chapter 1:

(a) "Bona fide sister tug" means a tug which has not had its bollard pull capabilities verified by a member of the International Association of Classification Societies, but is

(b)

constructed and maintained with the same hull form, engines, type of propulsion, stability, maneuverability, speed, power, and endurance of a tested and certified escort tug.

Note: Authority: Sections 8670.17.2 and 8670.23.1, Government Code.
Reference: Sections 8670.17.2 and 8670.23.1, Government Code.

1.3. Escort Tug Requirements for Tank Vessels.

(a) Escort tugs, alone or in combination, must have total ahead bollard pull in pounds greater than or equal to the tank vessel's deadweight tonnage. When required under this subsection and subsection 851.85(j)(2), additional escort tugs shall stand by during transit and be prepared to render assistance.

(b) All tankers transiting the waters of Humboldt Bay, carrying as cargo a total volume of oil greater than or equal to 5,000 long tons or 5% of the vessel's deadweight tonnage, whichever is less, shall use a minimum of one escort tug. For purposes of this subchapter, oil spill response vessels, and offshore supply vessels as defined in 46 USC 2101, are not required to engage escort tugs in accordance with this subchapter.

(c) All tank barges transiting the waters of Humboldt Bay, carrying as cargo a total volume of oil greater than or equal to 5,000 long tons or 5% of the vessel's deadweight tonnage, whichever is less, shall use at least one escort tug, in addition to the barge's line-haul tug. For purposes of this subchapter, oil spill response vessels, and offshore supply vessels as defined in 46 USC 2101, are not required to engage escort tugs in accordance with this subchapter.

Note: Authority: Sections 8670.17.2 and 8670.23.1, Government Code.
Reference: Sections 8670.17.2 and 8670.23.1, Government Code.

1.4. Requirements for Escort Tug Crew Members.

Any escort tug used to comply with the requirements of this subchapter, must meet crew standards as follows:

(a) Escort tug operators shall, at a minimum, be duly licensed Operators of Uninspected Towing Vessels as set forth in Title 46, Code of Federal Regulations (CFR), Section 10.464.

(b) Escort tug crews shall have a minimum of two certified deck hands. An engineer, if employed, may not be included as a deck hand. This requirement does not preclude additional deck hands who are gaining experience for certification, but such deck hands cannot be used to meet the manning requirements of this section.

(c) Escort tug crews shall possess Coast Guard license(s)/document(s) appropriate for the escort tug and service.

Note: Authority: Sections 8670.17.2 and 8670.23.1, Government Code.
Reference: Sections 8670.17.2 and 8670.23.1, Government Code.

1.5. Requirements for Escort Tugs.
1.6.

All escort tugs approved for use under this subchapter shall be equipped with and shall maintain in good working order:

(a) Primary and secondary VHF radios;

(b) 300 feet of tag line;

(c) Power line-handling equipment fore and aft for rapid, mechanically assisted deployment of lines. The primary winch shall be in the position best suited for the design of the particular vessel in escort service;

(d) Tow line with a "safe working load" that is 2.5 times the certified bollard pull rating of the escort tug;

(e) One working radar;

(f) Fendering as follows:

(1) appropriate to absorb the impact inherent in hull-to-hull operations;
(2) located at both the bow and stern to act as pivot points when pulling away from the tank vessel;
(3) sufficient to assure that there are no exposed corners, large holes or metal parts which could inflict damage on the escorted vessel; and
(4) sufficient surface area to minimize sliding when working at an angle.

Note: Authority: Sections 8670.17.2 and 8670.23.1, Government Code.
Reference: Sections 8670.17.2 and 8670.23.1, Government Code.

1.7. Requirements During Tank Vessel Escorts.

(a) Escort tugs shall maintain a station-keeping distance from the tank vessel being escorted of no further than 1,000 feet ahead or aside, or 500 feet astern of the tank vessel while engaged in the escort activity.

(b) An escort tug shall not simultaneously engage in the escort of more than one tank vessel.

(c) The speed or speeds selected for the transit must permit stationing the escort tug to allow the escort tug to effectively influence the tank vessel's movement in the event of a casualty.

(d) A tanker shall have sufficient and qualified line-handling-capable crew members standing by and available to immediately receive lines from each escort tug. In addition, the tanker shall comply with all applicable federal regulations relating to anchor readiness.

(e) The line-haul tug for a tank barge shall have sufficient and qualified line-handling-capable deck hands standing by available to receive lines from each escort tug. When the tank barge is fitted with an emergency tow wire or comparable, adequate mechanical device, or the escort tug is made fast to the tank barge, crew transfers shall not be required.

(f)

(g) Tank vessels shall have sufficient and qualified direct supervision of line- handling-crew operations. Supervisors shall have direct radio communication capability with the bridge of the tank vessel or vessel towing a barge.

(h) The master of any tank vessel shall maintain, at all times for which escort tug services are required, direct two way radio communications on VHF-FM with the master of the escort tug on a channel agreed to by both the master of the tank vessel and the master of the escort tug providing escort services.

(i) Notwithstanding any other provision of this subchapter, all escort tugs in Humboldt Bay which meet the requirements of this subchapter for the escort of tank vessels

shall have their bollard pull (ahead and astern) measured, except as provided in (i) below.

(1) Bollard pull measurements shall be verified by a member of the International Association of Classification Societies.

(2) Bollard pull measurements verified by a member of the International Association of Classification Societies in other ports of the State shall meet the requirements of this section, provided that evidence of the results of these measurements are on file with the Humboldt Bay Harbor District.

(3) Escort tug companies shall provide the Humboldt Bay Harbor District with the results of the bollard pull measurements verified pursuant to the provisions of this subchapter.

(4) Escort tugs whose bollard pull has not been measured and verified or are not within the scope of the definition of "bona fide sister tug", shall not be used for the escort of tank vessels in Humboldt Bay.

(j) An escort tug determined by the master/pilot to be a "bona fide sister tug" may be used with the same (ahead and astern) bollard pull as the certified sister tug.

(k)The braking force shall be re-measured after any modifications and/or repairs to the main engines, hull, shaft-drive line, or steering, that could affect the bollard pull. The new measurements must be registered with the Humboldt Bay Harbor District

(l) Escort tugs that submit to the Escort Tug Inspection Program, as described in Sections 851.8(a)(4)(B) and 851.23(a)(7)(B), can perform escort duties in any port in the state, if the tugs meet the requirements of the appropriate subchapter (i.e., Subchapter 1, San Francisco Bay Region; Subchapter 2, Los Angeles/Long Beach Harbor; Subchapter 3, Port Hueneme Harbor; Subchapter 4, Humboldt Bay; Subchapter 5, San Diego Harbor), of this Chapter 4 of the California Code of Regulations.

(m) Notwithstanding any other provision of this subchapter:

(1) The tank vessel master remains responsible for the safe navigation and maneuvering of the tank vessel in all circumstances. The requirements outlined in this subchapter are in addition to, and not a limitation of, any other responsibilities created by custom, law, or regulation.

(2) Where an emergency exists, the tank vessel master may adjust the minimum escort tug requirements contained in this subchapter. For purposes of this subchapter, an emergency is defined as any of, but is not limited to, the following:

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

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

(C)

(D) any emergency declared by the United States Coast Guard Captain of the Port which would necessitate a modification to the provisions set forth in this subchapter.

Note: Authority: Sections 8670.17.2 and 8670.23.1, Government Code.
Reference: Sections 8670.17.2 and 8670.23.1, Government Code.

APPENDIX IV

REGULATIONS AND CAPTAIN OF THE PORT ADVISORIES

A. Code of Federal Regulation Title 33 Navigation and Navigable Waters Section 165.1195 Regulated Navigation Area; Humboldt Bay Bar Channel and Humboldt Bay Entrance Channel, Humboldt Bay, California.

B. COTP NOTICE 02-92; Enforcement of Navigation Rules in Humboldt Bay Rule 9 - Navigation Rules for Narrow Channels.

Code of Federal Regulation Title 33
Navigation and Navigable Waters

33 CFR

§ 165.1195 Regulated Navigation Area; Humboldt Bay Bar Channel and Humboldt Bay Entrance Channel, Humboldt Bay, California.

(a) *Location.* The Regulated Navigation Area (RNA) includes all navigable waters of the Humboldt Bay Bar Channel and the Humboldt Bay Entrance Channel, Humboldt Bay, California.

(b) *Definitions.* As used in this section—
COTP means the Captain of the Port as defined in Title 33, Code of Federal Regulations, Section 1.01– 30 and 3.55–20.
Sector means Coast Guard Sector/Air Station Humboldt Bay.
Sector Commander means the Commanding Officer of Coast Guard Sector/Air Station Humboldt Bay.
Hazardous material means any of the materials or substances listed in 46 CFR 153.40.
Humboldt Bay Area means the area described in the location section of this regulation.
Oil means oil of any kind or in any form, including but not limited to, petroleum, fuel oil, sludge, oil refuse, and oil mixed with wastes other than dredged spoil.
Station means Coast Guard Station Humboldt Bay.
Tank Vessel means any vessel that is constructed or adapted to carry, or that carries, oil or hazardous material in bulk as cargo or cargo residue.

(c) *Applicability.* These regulations apply to the owners and operators of tank vessels transporting oil or hazardous material as cargo within the Humboldt Bay Area.

(d) *Regulations.*
(1) In addition to the arrival and departure notification requirements listed in title 33 CFR, part 160, Ports and Waterways Safety—General, subpart C—Notifications of “Arrivals, Departures, Hazardous Conditions, and Certain Dangerous Cargoes”, the owner, master, agent or person in charge of a vessel to which this notice applies shall obtain permission to cross within four hours of crossing the Humboldt Bay Bar. Between 6:30 a.m. and 10 p.m., notification/requests for permission can be made to Station Humboldt Bay on VHF-FM Channel 16, or at (707) 443–2213. If between 10 p.m. and 6:30 a.m., or if unable to reach the Station, notification/requests for permission can be made directly to Sector/Air Station Humboldt Bay on VHF-FM Channel 16 or at (707) 839–6123.
(2) Permission for a bar crossing by vessels or towing vessels and their tows to which this regulation applies is dependent on environmental and safety factors, including but not limited to: Sea state, winds, visibility, size and type of vessel or tow, wave period, time of day/night, and tidal currents. The final decision to close the bar rests with Humboldt Bay Sector Commander or his designated representative. At a minimum, Humboldt Bay Bar Channel crossings by vessels subject to this advisory will generally not be permitted unless all of the following conditions exist: Proper permission to cross has been received, sea conditions at the bar are less than 6 feet, winds at the bar are less than 30 knots, the transit will take place during daylight hours, the vessel has only a single tow or no tow, the visibility at the bar is greater than 1,000 yards, and the vessel and tow are in proper operating condition.
(3) If the bar is closed to vessels to which this regulation applies, waiver requests will be accepted within four hours of crossing the entrance channel. If the waiver request is made between 6:30 a.m. and 10 p.m., the request should be made to Station Humboldt Bay on VHF-FM Channel 16, or at (707) 443– 2213. If between 10 p.m. and 6:30 a.m., or if unable to reach the Station, the request can be made directly to Sector/Air Station Humboldt Bay on VHF-FM Channel 16 or at (707) 839–6123. Waiver requests must be made by the vessel master and must provide the following: A description of the proposed operation, the conditions for which the waiver is requested, the reasons for requesting the waiver, the reasons that the requester believes the proposed operation can be accomplished safely, and a callback phone number. The Station or Sector Watchstander receiving the request will brief the Officer
(4)
in Charge of the Station who will then brief the Sector Commander. The authority to grant waivers rests with the Sector Commander or his designated representative.
(5) In addition to the requirements in paragraphs (d)(1)–(3) of this section, vessels transporting liquefied hazardous gasses or compressed hazardous gas in bulk as cargo into or out of Humboldt Bay are required to

be aided by two assist tugs. If the vessel carrying the gasses is towed, the assist tug requirement is in addition to the towing tug. The assist tugs shall escort the vessel through its transit and must be stationed so as to provide immediate assistance in response to the loss of power or steering of the cargo vessel, its towing tug, or loss of control over the tow.
(6) Vessels to which this regulation applies may be required by the Sector Commander or his designated representative to be escorted by a Coast Guard vessel during their transit. In addition, if a vessel master, agent, or pilot has concerns about the safety of a vessel's transit through the Humboldt Bay Entrance Channel, a Coast Guard escort may be requested. Requests for an escort should be directed to Station on VHF-FM channel 16 or at (707) 443–2213 between 6:30 a.m. and 10 p.m., or to Sector on VHF-FM channel 16 or at (707) 839–6123 if between 10 p.m. and 6:30 a.m.

(e) *Enforcement.* Acting as a representative of the Captain of the Port, the Humboldt Bay Sector Commander will enforce this regulation and has the authority to take steps necessary to ensure the safe transit of vessels in Humboldt Bay. The Sector Commander can enlist the aid and cooperation of any Federal, State, county, and municipal agency to assist in the enforcement of the regulation. All persons and vessels shall comply with the instructions of the Sector Commander or the designated on-scene patrol personnel. Patrol personnel comprise commissioned, warrant, and petty officers of the Coast Guard onboard Coast Guard, Coast Guard Auxiliary, local, State, and Federal law enforcement vessels. Upon being hailed by U.S. Coast Guard patrol personnel by siren, radio, flashing light, or other means, the operator of a vessel shall proceed as directed.
[CGD11–05–006, 70 FR 49492, Aug. 24, 2005]

—INTERNATIONAL—

Steering and Sailing Rules

RULE 9

Narrow Channels

(a) A vessel proceeding along the course of a narrow channel or fairway shall keep as near to the outer limit of the channel or fairway which lies on her starboard side as is safe and practicable.

(b) A vessel of less than 20 meters in length or a sailing vessel shall not impede the passage of a vessel which can safely navigate only within a narrow channel or fairway.

(c) A vessel engaged in fishing shall not impede the passage of any other vessel navigating within a narrow channel or fairway.

(d) A vessel shall not cross a narrow channel or fairway if such crossing impedes the passage of a vessel which can safely navigate only within such channel or fairway. The latter vessel may use the sound signal prescribed in Rule 34(d) if in doubt as to the intention of the crossing vessel.

(e)

(i) In a narrow channel or fairway when overtaking can take place only if the vessel to be overtaken has to take action to permit safe passing, the vessel intending to overtake shall indicate her intention by sounding the appropriate signal prescribed in Rule 34(c)(i). The vessel to be overtaken shall, if in agreement, sound the appropriate signal prescribed in Rule 34(c)(ii) and take steps to permit safe passing. If in doubt she may sound the signals prescribed in Rule 34(d).

(ii) This Rule does not relieve the overtaking vessel of her obligation under Rule 13.

(f) A vessel nearing a bend or an area of a narrow channel or fairway where other vessels may be obscured by an intervening obstruction shall navigate with particular alertness and caution and shall sound the appropriate signal prescribed in Rule 34(e).

(g) Any vessel shall, if the circumstances of the case admit, avoid anchoring in a narrow channel.

(a)

(f) A vessel proceeding along the course of a narrow channel or fairway shall keep as near to the outer limit of the channel or fairway which lies on her starboard side as is safe and practicable.

(g) Notwithstanding paragraph (a)(i) and Rule 14(a), a power-driven vessel operating in narrow channels or fairways on the Great Lakes, Western Rivers, or waters specified by the Secretary, and proceeding downbound with a following current shall have the right-of-way over an upbound vessel, shall propose the manner and place of passage, and shall initiate the maneuvering signals prescribed by Rule 34(a)(i), as appropriate. The vessel proceeding upbound against the current shall hold as necessary to permit safe passing.

(iii) A vessel of less than 20 meters in length or a sailing vessel shall not impede the passage of a vessel that can safely navigate only within a narrow channel or fairway.

(iv) A vessel engaged in fishing shall not impede the passage of any other vessel navigating within a narrow channel or fairway.

(v) A vessel shall not cross a narrow channel or fairway if such crossing impedes the

passage of a vessel which can safely navigate only within that channel or fairway. The latter vessel shall use the danger signal prescribed in Rule 34(d) if in doubt as to the intention of the crossing vessel.

(vi)

(h) In a narrow channel or fairway when overtaking, the power-driven vessel intending to overtake another power-driven vessel shall indicate her intention by sounding the appropriate signal prescribed in Rule 34(c) and take steps to permit safe passing. The power-driven vessel being overtaken, if in agreement, shall sound the same signal and may, if specifically agreed to take steps to permit safe passing. If in doubt she shall sound the danger signal prescribed in Rule 34(d).

(i) This Rule does not relieve the overtaking vessel of her obligation under Rule 13.

(i) A vessel nearing a bend or an area of a narrow channel or fairway where other vessels may be obscured by an intervening obstruction shall navigate with particular alertness and caution and shall sound the appropriate signal prescribed in Rule 34(e).

(ii) Every vessel shall, if the circumstances of the case admit, avoid anchoring in a narrow channel.

REF: U. S. Department of Homeland Security, U.S. Coast Guard Navigation Rules, International-Inland. (COMDTINSTA M 16672.2D)originally effective July 15, 1977.

Humboldt Bay Harbor, Recreation and Conservation District Ordinance 15, 16 & 17

Ordinance No. 15	Genreal Tariff No. 1, Establishing Rules, Regulations, Charges, and Fees	8/28/1997
	Amendment No. 2 to Ordinance No. 15	11/11/1999
	Amendment No. 3 to Ordinance No. 15	4/13/2000
	Amendment No. 4 to Ordinance No. 15	12/21/2000
	Amendment No. 5 to Ordinance No. 15	7/11/2001
	Amendment No. 6 to Ordinance No. 15	10/24/2002
	Amendment No. 7 to Ordinance No. 15	10/24/2019
Ordinance No. 16	Standards, Policies and Practices for Pilotage	1/27/2000
	Number used twice. Pilotage No. 16 filed with Ordinance No. 15.	

HUMBOLDT BAY HARBOR USAGE FEE ORDINANCE

HUMBOLDT BAY HARBOR,
RECREATION, AND CONSERVATION DISTRICT

THE BOARD OF COMMISSIONERS OF THE HUMBOLDT BAY HARBOR, RECREATION, AND CONSERVATION DISTRICT DO HEREBY ORDAIN AS FOLLOWS:

ORDINANCE NO. 15

ENACTING GENERAL TARIFF NO. 1, ESTABLISHING RULES, REGULATIONS, CHARGES, AND FEES, INCLUDING HARBOR FEES ON VESSELS AND CARGO IN CONNECTION WITH THE HUMBOLDT HARBOR AND BAY 38 FOOT, DEEP DRAFT NAVIGATION IMPROVEMENT PROJECT WITHIN THE JURISDICTION OF THE HUMBOLDT BAY HARBOR, RECREATION, AND CONSERVATION DISTRICT

Section I. Findings and Declarations

The Board of Commissioners (the "Board") of the Humboldt Bay Harbor, Recreation, and Conservation District (the "District") finds and declares:

(a) Acting as Trustee of the public trust, and under the police power enabling authority delegated to the District by the State of California in Appendix II of the Harbors and Navigation Code, the purpose of this Ordinance No. 15 enacting General Tariff No. 1, establishing rules, regulations, charges, and fees, including harbor usage fees on vessels and cargo in connection with the Humboldt Harbor and Bay 38 Foot Deep Draft Navigation Improvement Project (the "Project") within the jurisdiction of the Humboldt Bay Harbor, Recreation, and Conservation District (the "Ordinance"), is:

(1) to ensure the safety of individuals, vessels, and public and private property, in and around the waters of Humboldt Bay and Bar; and

(2) to protect those waters, the natural resources therein, and surrounding ecosystems from economic and environmental damage resulting from inter alia vessel collisions and groundings by promoting safe navigation and maritime commerce and providing competent, efficient, and regulated conditions for the anchoring, mooring, docking and safe movement of vessels.

(b) Under section 4 of Chapter 1 of Appendix II of the Harbors and Navigation Code the District, as a specialized agency and a political subdivision of the State of California, the District is granted police power authority to regulate the tidelands and lands lying under the inland navigable waters of Humboldt Bay for the promotion of commerce, navigation, fisheries and recreation thereon, and for the development and protection of the natural resources of the area, and under section 34 of Article 2 of Chapter 3 of Appendix II of that title, the Board may do all

other acts necessary and convenient for the exercise of its powers, including in combination the regulation of navigation on behalf of the State of California subject only to Federal preemption to the line of demarcation between the inland and international rules of the road at the outermost navigational aids, and extraterritorially to include the Humboldt Bar and those areas within the territorial sea where vessels take on pilots to perform pilotage services.

(c) Public access to safe, efficient marine transportation, and an economically healthy maritime industry is essential to the continued economic well-being and future development of the Humboldt Bay Region.

(d) It is essential that the navigable waters of Humboldt Bay remain open to public navigation as a vital foreign and coastwise transportation route for domestic and foreign vessels.

(e) Section 101 of the Water Resources Development Act of 1996, Public Law 104-695 enacted on October 13, 1996, Congress authorized construction of the Humboldt Harbor and Bay 38 foot navigation improvement project (the "Project")with a total Project cost of $15,180,000, First Federal Cost of $10,000,000 and required local contribution to the general navigation features of the Project of $5,180,000.

(f) The Board of Commissioners expressly find that the public interest and convenience, and health, safety, and welfare require the provision of improvements to the existing projects for navigation at Humboldt Bay substantially in accordance with the Congressional authorization and the Basis for Design (February 1996) prepared by the San Francisco District Engineer for the U. S. Army Corps of Engineers (the "District Engineer").

(g) Section 221 of the Flood Control Act of 1970, Public Law 91-611, as amended, and Section 101 of the Water Resources Development Act of 1986 ("WRDA 1986"), Public Law 99-662 (codified as amended at 42 U.S.C. ° 1962d-5b), provide, inter alia, that the Secretary of the Army shall not commence construction of any water resources project, or separable element thereof, until each non-Federal sponsor (the "Local Sponsor") has entered into a written agreement to furnish its required cooperation for the project or separable element (the "Project Cooperation Agreement" or "PCA").

(h) Section 208 of WRDA 1986 (33 U.S.C. 2236) grants the consent of Congress to the levy of port or harbor dues upon vessels and cargo, and for emergency response services in the port, in conjunction with a harbor navigation project whose construction or a usable increment thereof is complete subject to the transmittal of a Notice of Intent and draft fee schedule concurrently to the District Engineer and the Assistant Secretary

of the Army for Civil Works, publication in the Federal Register, the conduct of a public hearing, solicitation of public comment, and transmittal of the final fee schedule concurrently to the District Engineer, the Assistant Secretary of the Army for Civil Works, and the Federal Maritime Commission.

(i) The District intends to serve as Non-Federal Sponsor and provide those items of local cooperation necessary for the Project, and to enter into formal written agreements with the United States Government (the "Government") under Section 221 of the Flood Control Act of 1970, Public Law 91-611, as amended.

(j) The District intends to discharge those responsibilities insofar as providing at least 30 percent of the required local contribution to the cost of construction of the general navigation features of the Project through the enactment of Ordinance No. 15 within the jurisdiction of the Humboldt Bay Harbor, Recreation, and Conservation District.

Section II. Humboldt Bay Harbor, Recreation and Conservation District

General Tariff No. 1
Naming rates, charges, rules and regulations for port services performed at the
Humboldt Bay Harbor, Recreation, and Conservation District
Eureka, California

This document is a memorandum. It portrays the rules, regulations, charges and rates of the official tariff filed electronically effective , 1997 in the Federal Maritime Commission's Automated Tariff Filing and Information System. (Organization # , Tariff No. 1)

The only effective tariff is Humboldt Bay Harbor, Recreation, and Conservation District Tariff No. 1 that is electronically filed with the FMC ATFI system. In case of any difference in language or rate, Tariff No. 1, the tariff on file with the FMS ATFI system governs and takes precedence.

ISSUED: August 28, 1997 EFFECTIVE: September 28, 1997

GENERAL TARIFF NO. 1

TABLE OF CONTENTS

GENERAL TARIFF NO. 1

TARIFF SECTION NO. 1

STANDARD TERMS AND CONDITIONS

Item	Subject	Application
1	**District Boundaries and Jurisdiction**	The Harbor District regulates all waterways, and ungranted tidelands and submerged lands within Humboldt Bay, pilotage and towage, and acts as Local Sponsor for Federal navigation projects within the District. The District regulates and controls the construction of wharves, docks, and improvements of all types contemplated on the waterways of the District, and the construction, maintenance and operation, or use of all wharves, warehouses, structures, improvements, or appliances, used in connection with, or for the accommodation or promotion of transportation or navigation on any improvement project of the Federal Government entering the District and on other navigable waterways, improved or unimproved, which lie within the District, and enforces police and sanitary regulations in connection therewith. (Harbors and Navigation Code, State of California) This tariff is issued under the exclusive jurisdiction of Section 208 of the Water Resources Development Act of 1986 (33 U.S.C. 2236) and the District hereby consents to the exclusive exercise of that jurisdiction as to those portions of the tariff implementation of a harbor usage fee under that section.
2	**Usage, user defined**	All persons, firms, corporations, or others desiring to use any of the premises and/or facilities of the Humboldt Bay Harbor, Recreation, and Conservation District, including the Humboldt Harbor and Bay 38 Foot Deep Draft Navigation Improvement Project (the "Project"), shall obtain permission from the Chief Executive Officer.

No person, firm, corporation, or entity may use the facilities or services of the District without written permission of the District, and payment of fees, or a usage agreement with the District.

On application, and subject to availability of, and prior arrangement made, the Humboldt Bay Harbor, Recreation, and Conservation District at its option and convenience may grant the use of its premises, and such other facilities of the District, as it may designate to individual firms, corporations, and others, hereinafter referred to individually and collectively as "user" or "users", for those operations or use of the premises or facilities as it may designate.

The term "user" includes the master, owner, or operator of a vessel, or the shipper, consignor, consignee, terminal operator, rail, truck, or barge carrier having title to, or custody of cargo loaded or unloaded from a vessel entering or departing the District, or the assignee, or successor in interest of any user.

For the issuance of that permission the District will assess the users a harbor usage charge.

Any charges herein or hereafter otherwise provided in the tariff for wharfage, dockage, service and facilities, or for any other services or purposes assessed by the District, are in addition to the harbor usage charge.

The District and users may enter into a usage agreement with carriers, shippers, or other parties. Permission to use District premises and facilities may be revoked for violation of this tariff.

All users of the premises or facilities granted the use of the District are subject to all the terms and conditions of this tariff, and shall pay usage of the District at rates determined under Item 14.

The District reserves the right to amend or replace this tariff at any time. Users should inquire that the tariff on which they rely is the one currently in effect.

3 Liability for fees

Any person, firm, corporation, or any entity requesting the use of facilities or services from the District, or reflected in the vessel documentation, as the owner, operator, or agent, are jointly or severally liable in personam, and any such vessel is liable in rem, for harbor usage fees on vessels entering the District. The shipper, consignor, consignee, or terminal operator, having title to, or custody of, cargo loaded on board or discharged from a vessel within the District, are jointly and severally liable in personam, and any such cargo is liable in rem, for fees on cargo loaded on board or discharged from a vessel at a wharf, dock or terminal facility within the District.

4 Consent to terms of tariff

Use of the navigable waterways of the District, or improved or of tariff unimproved navigable waters, or premises or facilities of the District, by vessels or cargo, or for construction or operation of wharves, docks, or improvements of all types used in connection with, or for the accommodation or promotion of transportation or navigation, or the premises or facilities of the District constitutes implied consent to all of the terms and conditions of this tariff, and evidences an agreement on the part of any users of the premises or facilities of the District to pay all charges specified in this tariff and be governed by all rules, regulations, terms, conditions, and legal actions shown in this tariff.

Conditions for conducting any operation within the District, or use of the premises, facilities, or services of the District, are subject to specific authorization of the Chief Executive Officer, and may include provisions to protect public safety, security, environment, and health. Any person, corporation, firm or entity conducting any

operation within the District, or use of the premises, facilities, or services of the District shall fully comply with applicable provisions of Federal, State, or municipal law, and ordinances adopted by the District.

The District reserves the right, without responsibility for demurrage other charges, loss, or damage of any kind whatsoever, to deny the use of its facilities or services to any vessel or shipper.

5 Application and interpretation of tariff

Rates, rules, terms, conditions, and regulations, contained in this tariff apply equally to all users, vessels and cargo subject to this tariff on the effective date shown in this tariff and as amended.

This tariff is published and filed as required by law and is, therefore, notice that the rates, charges, rules, and regulations, and definitions apply to all users, vessels, and cargo, without specific notice, quotation, or arrangement.

The tariff is effective on or after the date as shown on each page.

Revised pages will be issued to cover changes in this tariff, however all rates and regulations in this tariff are subject to change without notice except as my be required by law. The Chief Executive Officer is the sole judge as to the interpretation of this tariff. Any decision of the Chief Executive Officer is binding upon all users and is final.

Any usage agreement, and the use of any facilities or premises, if any, described in any usage agreement between a user and the District are at all times subject to all provisions and conditions of this tariff.

The rates, rules, terms, conditions, and regulations named in this tariff apply independently of the provisions of any bill of lading, charter party, agreement, or contract of affreightment.

Requests or complaints should be directed to the Chief Executive Officer, Humboldt Bay Harbor, Recreation, and Conservation District, P.O. Box 1030 Eureka, CA 95502-1030.

6 Harbor usage fees

Except as otherwise exempted herein, all users of waters, premises or facilities of the District as described in items 1-3 shall pay harbor usage fees as provided in this tariff to assist in defraying the cost of the required local contribution to Project construction cost under Section 208 of the Water Resources Development Act of 1986 (33 U.S.C. 2236), and the expense of providing emergency response services provided by the District or under mutual aid or mutual assistance agreements, administration, maintenance, promotion, and regulation, of the District, including the supervision of shipping and the District, policing the harbor, and the District's facilities.

For purposes of the levy of harbor usage fees, the Project is considered divisible into two usable increments or reaches corresponding to 1) the Bar and Entrance Channel, and 2) the North Bay and Samoa Channels. Upon completion of construction of the Bar and Entrance Channel, any person, vessel or cargo liable under Item 3 of this tariff, upon that vessel using any portion of the channel, is liable for the fee imposed under Item 14 of this tariff for use of that channel. Upon completion of construction of the North Bay and Samoa Channels, any person, vessel or cargo liable under Item 3, upon that vessel using any portion of the channels, is liable for the fee imposed under Item 14 of this tariff for use of those channels.

Harbor usage fees shall be paid by the operator of the vessel in addition to dockage, and collected by the wharf, dock or facility operator, or the vessel's agent, prior to departure and by the owner of cargo loaded or unloaded at a wharf, dock or facility collected by the operator of that wharf, dock, or facility in

addition to wharfage or other charges prior to release of the cargo to the consignee.

Vessels, wharves, docks, and facilities owned and operated by the Federal Government, a foreign country, a State, or a political subdivision of a country or State, unless engaged in commercial services, towing vessels, vessels engaged in dredging activities and vessels engaged in intraport movements are exempt from the vessel portion of the harbor usage fee described in Section 6. In addition vessels with design drafts of 20 feet or less are exempt from harbor usage fees.

7 Payment of usage fees

Harbor usage fees are due when accrued by the user and payable in cash in U.S. currency to the Chief Executive Officer of the District, or his authorized representative, unless the user has established creditworthiness to the District before using District facilities or services, or has posted adequate security for estimated fees acceptable to the District in advance. Fees that have not been paid within thirty (30) days of the date of assessment are subject to a finance charge of one and one half per cent (1-1/2%) per month. The District reserves the right to estimate and collect in advance all charges which may accrue against vessels, their owners or agents, or against cargo loaded or discharged by a vessel, whose credit has not been properly established or who has become delinquent.

Any pending or alleged claims against the District are not allowed as an offset against outstanding invoices or accrued fees until those claims have been legally established by a court of competent jurisdiction.

8 Access to documentation

The master of an arriving vessel, or the vessel's agent shall deliver to the Chief Executive Officer, or authorized representative, prior to loading or unloading cargo at a wharf, dock or facility within the District, and in no

event later than forty-eight hours after the vessel's arrival, a tonnage certificate and a cargo manifest for the vessel, showing names of shippers, or consignees, and the weights and measurements of any and all cargo loaded or discharged at a wharf, dock, or terminal within the District, or if in ballast a declaration to that effect in order that the proper usage fee may be assessed against the vessel. The master shall also provide the vessel's booking list, showing how much space or weight has been allocated to each shipper for each commodity prior to delivery of any inbound cargo to a wharf, dock, or terminal facility.

The master of a departing vessel, or the vessel's agent, shall also deliver to the Chief Executive Officer, prior to departure, the vessels' load lines certificate, and evidence certifying the vessel's sailing draft after loading and prior to departure.

The shipper, consignor, or terminal operator having title, or custody of , any cargo subject to usage fees shall deliver to the Chief Executive Officer appropriate documentation in the form of bills of lading, freight bills, export declarations, cargo lineups or lists specifying the supplier, marks, estimated volume or weight of each commodity for each vessel and discharge port before the delivery of any outbound cargo to be loaded or discharged in the District.

Failure to supply the necessary documentation makes the vessel owner, operator, or agent, or the shipper, consignor, or terminal operator liable for any damages, including actual attorneys fees, costs, and expenses, that the District sustains as a result of not receiving the required documentation. The Chief Executive Officer may assess a civil penalty not to exceed $500 per day per instance against any vessel owner, operator, or agent, or shipper, consignor, or terminal operator for willful failure

to provide the necessary documentation required under the tariff.

9 Security for payment of fees

Under 33 U.S.C. 2236 (f) user charges levied under this tariff are secured by maritime lien against the vessel or cargo which may be enforced in personam against a responsible party, or in rem against the vessel or cargo subject to levy in United States District Court.

Under 33 U.S.C.2236(e) non-payment of user charges may result in the Secretary of the Treasury denying clearance to a vessel under 46 App.U.S.C. 91, assessing a civil penalty against a responsible person, vessel, or cargo, or seizure or forfeiture of the vessel or cargo under 19 App. U.S.C. 1202 et seq.

10 Late charges

If any user fees due from users are not received by the District when due, users shall pay to the District, in addition to any interest otherwise payable under this tariff or the applicable usage agreement, an additional sum of five per cent (5%) of the overdue fees as a late charge.

11 Records and accounts

Users shall maintain locally a system of accounts and records satisfactory to the Chief Executive Officer, including copies of vessel tonnage certificates, cargo manifests, export declarations, and other documentation covering all vessel calls, and import and export cargo movement and transactions and operations conducted under the tariff or agreement, which shall be preserved during the life of the agreement and for three years thereafter, or for five years in the absence of an agreement . The accounts and records shall be open and available at all reasonable times for examination, audit, and transcription therefrom by District representatives.

12 Collection and enforcement

In the event of any legal proceeding to collect any charges or enforce any provision of this tariff from any person or against any vessel or cargo, the District may recover its expenses incurred in any such proceeding including actual

attorneys fees,litigation expenses and costs (including any bond), including any appeal.

The District may sell, at public or private sale, vessels or cargo on which the owner fails or refuses to pay usage charges. The proceeds of sale are intended to satisfy those charges plus the costs and expenses of sale, including actual attorneys fees. Cargo of a perishable nature, or of a nature likely to damage other cargo or property may be sold at public or private sale without advertising.

13 Liability, indemnity

Every person, corporation, firm, or entity using the facilities, premises, or services of the District shall indemnify, and save and hold harmless the District, its Commissioners, officers, employees, agents, and consultants, from and against any all claims, damages, losses, and expenses, including the duty to defend and respond in damages, and including actual attorney's fees, costs, and expenses, for injury to, or death of any person, employee, passenger, agent, licensee, invitee, or for damage to any property, including loss of use thereof, arising out of, or in any manner connected with the person's, corporation's, firm's, or entity's actions, omissions, or failures,including the acts, omissions, or failures of their employees, agents, or any other person acting for them or on their behalf.

The District is not liable for any damage to, or loss, of freight, or vessel delay, or demurrage, in the use of the premises, facilities, or services of the District.

Nothing in this tariff is intended, nor may be construed to relieve any liability as to any person, corporation, firm, or entity using the facilities, premises, or services of the District, or concerning any third person not a user under this tariff, that may arise under CERCLA, or under any other provision of Federal or State law. In bearing any cost, conducting any investigation, or performing any

cleanup and response as directed by the Government under the Project Cooperation Agreement ("PCA") to enable the construction, operation and maintenance of the Project under that Agreement, or the conduct of berth dredging under that Agreement and as required under the PCA, the District disclaims any liability under CERCLA, or under any other provision of Federal or State law, for the presence, release, threatened release, or response to release or threatened release, or for the generation, transportation, storage, or disposal of contaminated material, and reserves the right to recover the cost of any investigations, and any amounts expended for cleanup and response from potentially responsible parties.

TARIFF SECTION NO. 2

HARBOR RULES AND REGULATIONS

Reserved

TARIFF SECTION NO. 3

PILOTAGE AND TOWAGE REGULATION

Reserved

TARIFF SECTION NO.4

HARBOR POLICE, FIRE PROTECTION, OIL SPILL RESPONSE, SANITARY AND OTHER SERVICES

Reserved

TARIFF SECTION NO. 5

PERMITS AND FACILITIES
RULES, REGULATIONS AND RATES

Reserved

TARIFF SECTION NO. 6

MISCELLANEOUS SERVICES
RATES AND CONDITIONS

Item	Subject	Rates and Conditions
14	Harbor Usage	a. Vessels - five dollars ($5.00) per foot of draft based fees upon reported sailing draft at time of departure for any vessel using any portion of the Bar and Entrance Channel, and an additional five dollars ($5.00) per foot of draft based upon reported sailing draft for any vessel using any portion of the North Bay and Samoa Channels.
		b. Cargo - seven and one-half cents ($0.075) per short ton or eight and two hundred sixty five thousandths cents ($0.08265) per metric ton for any cargo on board a vessel using any portion of the Bar and Entrance Channel, and an additional seven and one-half cents ($0.075) per short ton or eight and two hundred sixty five thousandths cents ($0.08265) per metric ton for any cargo on board a vessel using any portion of the North Bay and Samoa Channels.

Section III. Severability

If any part of this Ordinance is invalid, all valid parts that are severable from the invalid part remain in effect. If a part of this Ordinance is invalid in one or more of its applications, the part remains in effect in all valid applications that are severable from the invalid application.

Section IV. Special procedures prior to adoption of ordinance

The Chief Executive Officer shall publish the full text of the proposed Ordinance, and transmit a Notice of Intent and

draft harbor usage fee schedule concurrently to the District Engineer along with the approved Draft Project Cooperation Agreement and Financial Plan, and to the Assistant Secretary of the Army for Civil Works for publication in the Federal Register, sets August 14, 1997 as the date for the public hearing on this Ordinance and proposed harbor usage fee, and upon completion of the public hearing directs the transmittal of the final fee schedule concurrently to the District Engineer, the Assistant Secretary of the Army for Civil Works, and to the Federal Maritime Commission in the form of the adopted General Tariff No. 1 through electronic tariff filing.

Section V. Scheduling of public hearing on proposed harbor usage fee

Under 33 U.S.C. 2236(a)(5) a public hearing on the proposed harbor usage fee is scheduled for Thursday, August 14, 1997 commencing at 7:00 p.m. in the conference room of the Humboldt Bay Harbor, Recreation, and Conservation District, Samoa-Woodley Island Marina, Eureka, CA 95502-1030

Section VI. Designation of official and setting deadline for receipt of comments concerning proposed harbor usage fee

Under 33 U.S.C. 2236(a)(6) public comments concerning the proposed harbor usage fee should be directed in writing to the Chief Executive Officer, Humboldt Bay Harbor, Recreation, and Conservation District, P.O. Box 1030 Eureka, CA 95502-1030. Tel. (707) 443-0801. The public comment period will close upon the close of business at 4:00 p.m., August 28, 1997. Written comments must be received by the District on or before that date in order to be considered by the Commission prior to taking final action on the proposed harbor usage fee.

Section VII. Effective date

This Ordinance is effective thirty days following final adoption by the Board of Commissioners.

Section VIII. Humboldt Bay Harbor, Recreation and Conservation District Tariff Advisory Committee

(a) There is established a Humboldt Bay Harbor, Recreation and Conservation District Tariff Advisory Committee.

(b) The Members of the Committee shall consist of seven members appointed by the President of the Board of Commissioners of the Humboldt Bay Harbor, Recreation and Conservation District from among residents of the District with demonstrated expertise in international trade, shipping, commerce and maritime affairs. The

President shall likewise appoint two commissioners to serve as ex officio members of the Advisory Committee. The members of the Committee may elect the Committee Chairperson. Each member shall serve on the committee for a term of two years subject to reappointment by the Board President. Initial appointments would be as follows: Three (3) appointments for 1-year terms and four (4) appointments for 2-year terms, thereby staggering the length of the appointments. No member may serve on the committee for more than two consecutive terms.

(c) The Committee shall advise, and make recommendations to, the President and Board of Commissioners concerning any matter referred to the Committee by the Board within the jurisdiction of the Harbor District tariff adopted by the Commission by Ordinance, including harbor usage fee and tariff rate setting but excluding review of lease agreements or other agreements subject to approval by the Board, modification to accommodate future navigation projects, amendment or termination after payment in full of all outstanding indebtedness, and release of all encumbrances, associated with harbor improvements for which receipts from fee assessment and collection are used to pay debt service or otherwise used to satisfy those financial obligations.

(d) The Committee shall adopt rules of procedure, and maintain books and records, consistent with Commission rules and shall file no later than March 31st of each year an annual report of the Committee's activities for submission to the Board.

(e) Members of the Committee serve without compensation.

THIS ORDINANCE PASSED AND ADOPTED THIS 28th DAY OF August 1997, BY THE BOARD OF COMMISSIONERS OF THE HUMBOLDT BAY HARBOR, RECREATION, AND CONSERVATION DISTRICT BY THE FOLLOWING POLLED VOTE:

AYES: COMMISSIONER SMITH, COMMISSIONER CURLESS, COMMISSIONER FRITZSCHE, COMMISSIONER HUNTER

NOES:

ABSENT: COMMISSIONER OLLIVIER

Dennis G. Hunter, President
Board of Commissioners

ATTEST:

Ronald Fritzsche, Secretary
Board of Commissioners

CERTIFICATE OF SECRETARY

The, undersigned, duly qualified and acting Secretary of the Humboldt Bay Harbor, Recreation, and Conservation District, does hereby certify: That the attached Ordinance is a true and correct copy of Ordinance No. 15, entitled: Ordinance No. 15 enacting General Tariff No. 1, establishing rules, regulations, charges, and fees, including harbor usage fees on vessels and cargo in connection with the Humboldt Harbor and Bay 38 Foot Deep Draft Navigation Improvement Project (the "Project") within the jurisdiction of the Humboldt Bay Harbor, Recreation, and Conservation District (the "Ordinance") adopted at a legally convened meeting of the Board of Commissioners of the Humboldt Bay Harbor, Recreation, and Conservation District, duly held on the 28th day of August, 1997; and further that such Resolution has, been fully recorded in the Journal of Proceedings in my office and is in full force and effect.

IN WITNESS WHEREOF, I have hereunto set my hand this 28th day of August, 1997.

Ronald Fritzsche

Ronald Fritzsche, Secretary
Board of Commissioners

HUMBOLDT BAY HARBOR, RECREATION AND CONSERVATION DISTRICT

AMENDMENT NO. 2 TO ORDINANCE NO. 15

THE BOARD OF COMMISSIONERS OF THE HUMBOLDT BAY HARBOR, RECREATION AND CONSERVATION DISTRICT DOES HEREBY AMEND ORDINANCE NO. 15 AS FOLLOWS:

The term "Harbor Usage Fee" is to be replaced wherever it occurs throughout Ordinance 15 with the term "Harbor Improvement Surcharge".

PASSED AND ADOPTED THIS 11th DAY OF NOVEMBER 1999, BY THE BOARD OF COMMISSIONERS OF THE HUMBOLDT BAY HARBOR, RECREATION AND CONSERVATION DISTRICT BY THE FOLLOWING POLLED VOTE:

AYES: COMMISSIONER SMITH COMMISSIONER HUNTER COMMISSIONER OLLIVIER

NOES:

ABSENT: COMMISSIONER CURLESS COMMISSIONER FRESCHUR

ATTEST:

JIMMY SMITH, PRESIDENT
Board of Commissioners

ROY CURLESS, SECRETARY
Board of Commissioners

HUMBOLDT BAY HARBOR, RECREATION
AND CONSERVATION DISTRICT

AMENDMENT NO. 3 TO ORDINANCE NO. 15

THE BOARD OF COMMISSIONERS OF THE HUMBOLDT BAY HARBOR, RECREATION AND CONSERVATION DISTRICT DOES HEREBY AMEND ORDINANCE NO. 15 AS FOLLOWS:

Add Pilotage Rules and Regulations as previously approved as Ordinance No. 16 – Pilotage to General Tariff No. 1, Section 3.

PASSED AND ADOPTED THIS 13TH DAY OF APRIL 2000, BY THE BOARD OF COMMISSIONERS OF THE HUMBOLDT BAY HARBOR, RECREATION AND CONSERVATION DISTRICT BY THE FOLLOWING POLLED VOTE:

AYES: COMMISSIONER SMITH, COMMISSIONER CURLESS, COMMISSIONER FRITZSCHE, COMMISSIONER HUNTER, COMMISSIONER GLIVERR

NOES:

ABSENT:

ATTEST:

ROY CURLESS, PRESIDENT
Board of Commissioners

DENNIS HUNTER, SECRETARY
Board of Commissioners

HUMBOLDT BAY HARBOR, RECREATION AND CONSERVATION DISTRICT

AMENDMENT NO. 4 TO ORDINANCE NO. 15

THE BOARD OF COMMISSIONERS OF THE HUMBOLDT BAY HARBOR, RECREATION AND CONSERVATION DISTRICT DOES HEREBY AMEND ORDINANCE NO. 15, SECTION 3 – PILOTAGE, AS FOLLOWS:

Page 12, Section 4.1 Apprenticeship and Training (g) 3, change to read:

"Simulator training to include emergency ship handling."

Page 12, Section 4.1 Apprenticeship and Training (g) 4, change to read:

"Undergo Emergency Ship handling, Simulator training and Bridge Resource Management training for Pilots at least once every five years."

Page 11, Section 4.1 Apprenticeship and Training (b), add as fourth and fifth sentences:

"Upon acceptance into the Pilot Training Program, the Pilot trainee will be issued an 'Observing Apprentice Permit'. Upon successful completion of the observing apprentice requirement, the Harbor District will issue the trainee an 'Apprentice Pilot Permit'."

Page 12, Section 4.1 Apprenticeship and Training last paragraph, add as last sentence:

"If the HBHRCD dismisses a trainee from the program, the trainee's Observing Apprentice Permit or Apprentice Pilot Permit will be immediately revoked."

Page 14, Section 6.5 Near Miss/Lessons Learned/Situations/Incidents(a) 1. Change to read:

1. **"Report to the Chief Executive Officer of the HBHRCD on US Coast Guard Form 2692, the facts surrounding a reportable casualty (groundings, allisions, collisions, and personal injury, meeting certain thresholds) in a timely manner."**

Page 14, Section 6.5 Near Miss/Lessons Learned/Situations/Incidents create #2 under (a) that will read:

2. **"Report to the HBHRCD other reviews of the casualty or incident, which were undertaken and what action will be taken to prevent similar casualties or incidents."**

Page 6, Section 2.1 Pilotage on Humboldt Bay (f) change to read:

"Vessels are to boarded approximately 1 mile westward of HB Sea Buoy."

Page 3, Section 2.1 Pilotage on Humboldt Bay add paragraph (j), which will read:

"While navigating waters of Humboldt Bay, vessels must maintain no less than 2' of underkeel clearance based on most current information available."

PASSED AND ADOPTED THIS 21ST DAY OF DECEMBER, 2000 BY THE BAORD OF COMMISSIONERS OF THE HUMBOLDT BAY HARBOR, RECREATION AND CONSERVATION DISTRICT BY THE FOLLOWING POLLED VOTE:

AYES: COMMISSIONER SMITH, COMMISSIONER CURLESS, COMMISSIONER FRITZSCHE, COMMISSIONER HUNTER, COMMISSIONER DILLIVER

NOES:

ABSENT:

Roy Curless

Roy Curless, President

ATTEST:

Dennis Hunter, Secretary

HUMBOLDT BAY HARBOR, RECREATION AND CONSERVATION DISTRICT

AMENDMENT NO. 5 TO ORDINANCE 15

THE BOARD OF COMMISSIONERS OF THE HUMBOLDT BAY HARBOR, RECREATION AND CONSERVATION DISTRICT DOES HEREBY AMEND ORDINANCE 15, SECTION 3 – PILOTAGE, AS FOLLOWS:

Page 3, Section 2.1 Pilotage on Humboldt Bay (h) change to read:

"h. There shall be two Pilots plus additional Pilots as conditions warrant."

PASSED AND ADOPTED THIS 11TH DAY OF JULY, 2001 BY THE BOARD OF COMMISSIONERS OF THE HUMBOLDT BAY HARBOR, RECREATION AND CONSERVATION DISTRICT BY THE FOLLOWING POLLED VOTE:

AYES: COMMISSIONER PELLEGRINI, COMMISSIONER CURLESS, COMMISSIONER FRITZSCHE, COMMISSIONER HUNTER, COMMISSIONER OLLIVIER

NOES:

ABSENT:

RON FRITZSCHE, President

ATTEST:

ROY CURLESS, Secretary

HUMBOLDT BAY HARBOR, RECREATION
AND CONSERVATION DISTRICT

AMENDMENT NO. 6 TO ORDINANCE NO. 15

THE BOARD OF COMMISSIONERS OF THE HUMBOLDT BAY HARBOR, RECREATION AND CONSERVATION DISTRICT DOES HEREBY AMEND ORDINANCE NO. 15, SECTION 3 – PILOTAGE, AS FOLLOWS:

Section 2.1 Pilotage on Humboldt Bay add paragraph (k) which will read:

"The Port Director or designee may grant permission to the Humboldt Bar Pilots Association to disembark the vessel in the vicinity of Buoy #5. This deviation from normal procedures may be granted due to the presence of the following conditions:

1. **The pilot is working aboard a foreign flag tugboat towing an ocean going barge.**
2. **Ocean swell conditions are considered to be unsafe for Pilot transfer at the time of sailing.**
3. **The master of the tugboat gives his or her approval.**
4. **The Pilot involved agrees that to follow this procedure would enhance the safety of the pilot transfer process from tugboat to pilot boat."**

PASSED AND ADOPTED THIS 24TH DAY OF OCTOBER, 2002 BY THE BOARD OF COMMISSIONERS OF THE HUMBOLDT BAY HARBOR, RECREATION AND CONSERVATION DISTRICT BY THE FOLLOWING POLLED VOTE:

AYES: COMMISSIONER PELLEGRINI, COMMISSIONER FRITZSCHE, COMMISSIONER HUNTER COMMISSIONER OLLIVIER

NOES:

ABSENT: COMMISSIONER CURLESS

Charles Ollivier, President

ATTEST:

Ronnie Pellegrini, Secretary

HUMBOLDT BAY HARBOR, RECREATION AND CONSERVATION DISTRICT

AMENDMENT NO. 7 TO ORDINANCE 15 Tariff Section No. 6 Item 14

ENACTING GENERAL TARIFF NO. 1, ESTABLISHING RULES, REGULATIONS, CHARGES, AND FEES, INCLUDING HARBOR FEES ON VESSELS AND CARGO IN CONNECTION WITH THE HUMBOLDT HARBOR AND BAY 38 FOOT, DEEP DRAFT NAVIGATION IMPROVEMENT PROJECT WITHIN THE JURISDICTION OF THE HUMBOLDT BAY HARBOR, RECREATION AND CONSERVATION DISTRICT

The Board of Commissioners of the Humboldt Bay Harbor, Recreation, and Conservation District do ordain as follows:

Section 1. Amendment to Ordinance No. 15. Ordinance No. 15, as amended by Amendment Nos. 1 through 6, inclusive, of the Humboldt Bay Harbor, Recreation, and Conservation District is hereby amended as follows:

The following words are hereby deleted from Section II, Tariff Section No. 6 of Ordinance No. 15, as amended:

Miscellaneous Services Rates and Conditions; Item 14:

~~14 Harbor Usage~~

~~a. Vessels - five dollars ($5.00) per foot of draft based upon reported sailing draft at time of departure for any vessel using any portion of the Bar and Entrance Channel, and an additional five~~ dollars ~~($5.00) per foot of draft based upon~~ reported sailing draft for any vessel using any portion of the ~~North~~ Bay and Samoa Channels.

b. Cargo – seven and one-half cents (0.075) per short ton or ~~eight and~~ two ~~hundred~~ sixty five thousandths cents ($0.08265) per metric ton for any cargo on ~~board a~~ vessel using any portion of the Bar and Entrance Channel, ~~and an~~ additional seven and one-half cents ($0.075) per short ton or eight and two hundred ~~sixty five thousandths cents ($0.08265) per~~ metric ton for any cargo ~~on~~ board a ~~vessel using~~ any ~~portion of the North Bay and~~ Samoa Channels.

AND the following words inserted in place of the deleted text:

14 Harbor Usage

a. Vessels - five hundred dollars ($500.00) per commercial barge, ship, or other vessel over 200 feet in length or 20 foot of draft using any portion of the Bar, Entrance Channel, North Bay or Samoa Channels.

b. Cargo – fifteen cents ($0.15) per short ton or eight and two hundred sixty five thousandths cents ($0.1653) per metric ton for any cargo on board a vessel using any portion of the Bar and Entrance Channel, and an additional fifteen cents ($0.15) per short ton or eight and two hundred sixty five thousandths cents ($0.1653) per metric ton for any cargo on board a vessel using any portion of the North Bay and Samoa Channels.

Section 2. Severability. If any subsection, sentence, clause or phrase of this article is for any reason held to be invalid or unconstitutional by a court of competent jurisdiction, such decision shall not affect the validity of the remaining portions of this ordinance. The Board of Commissioners hereby declares that it would have adopted this ordinance, and each and every subsection, sentence, clause and phrase thereof not declared invalid or unconstitutional, without regard to whether any portion of the ordinance would be subsequently declared invalid or unconstitutional.

Section 3. Conflicts. All ordinances and parts of ordinances or resolutions, in conflict herewith, are hereby repealed to the extent of such conflicts and no further.

Section 4. Effective Date. The effective date of this ordinance is thirty (30) days after its adoption by the Board of Commissioners.

Section 5. Publication. This ordinance shall be published within 15 days from the passage thereof with the names of the members voting for and against them at least once in some daily newspaper of general circulation printed and published in the District.

PASSED AND ADOPTED THIS 24th DAY OF OCTOBER, 2019 BY THE BOARD OF COMMISSIONERS OF THE HUMBOLDT BAY HARBOR, RECREATION AND CONSERVATION DISTRICT BY THE FOLLOWING POLLED VOTE:

AYES: Doss, Kullmann, Higgins, Marks, Dale

NOES: None

ABSENT: None

GREG DALE, PRESIDENT
Board of Commissioners

ATTEST:

LARRY DOSS, SECRETARY
Board of Commissioners

HUMBOLDT BAY HARBOR, RECREATION AND CONSERVATION DISTRICT

ORDINANCE 16

PILOTAGE

AN ORDINANCE ESTABLISHING STANDARDS, POLICIES AND PRACTICES FOR PILOT COMPETENCY, QUALIFICATION, PROFESSIONAL GROWTH AND ENFORCEMENT

WHEREAS, in the United States, federal law defines two separate but interactive areas of pilotage regulation. The Coast Guard administers the pilotage aboard vessels in the coastwise, domestic trades and the states administer pilotage aboard vessels in foreign trade. In 1789, the First Federal Congress enacted section 4 of the Lighthouse Act, which provided:

"That all pilots in the bays, inlets, rivers, harbors and ports of the United States, shall continue to be regulated in conformity with the existing law of the states respectively wherein such pilots may be or with such laws as the states may respectively hereafter enact for such purpose, until further legislative provision shall be made by Congress" ; and

WHEREAS, the State of California, through the Harbors and Navigation Code, has delegated to the Humboldt Bay Harbor, Recreation and Conservation District (HBHRCD) authority to provide for and supervise pilots aboard vessels in foreign trade. The Lempert-Keene-Seastrand Oil Spill Prevention and Response Act of 1990 created a comprehensive State oil spill prevention program for coastal and marine waters. The law expanded the authority, responsibilities and duties of the CA Department of Fish & Game under the direction of the Administrator for Oil Spill Response. Government Code Section 8670.6 provided authority to establish the Oil Spill Prevention and Response Office (OSPR) which is responsible for assisting the Administrator in performing the duties specified in the Act. Additionally, AB567 (Hauser) enacted in 1994, provided a mechanism for the HBHRCD to license bar pilots operating in Humboldt Bay; and

WHEREAS, a Memorandum of Agreement (MOA) subsequently emerged as a way to preserve the port's legally delegated control over pilotage, while at the same time, ensuring that the concerns of the State and the Coast Guard were addressed. On February 26, 1997 the Governor of California, the Coast Guard Assistant Commandant for Marine Safety and Environmental Protection and the executive directors of the harbors of Humboldt Bay, Port Hueneme, Los Angeles, Long Beach and San Diego signed the Memorandum of Agreement concerning pilotage. The MOA requires a federal pilot license as a condition of employment. Because of the wording in federal statute (46 USC 8503), this strengthens Coast Guard authority to take action against an individual's right to hold a license when piloting vessels in foreign trade. Accordingly, pilots in Humboldt Bay are subject to the

jurisdiction of the Coast Guard suspension and revocation process when piloting vessels in coastwise or foreign trade. In addition, state pilot licenses for pilotage in Humboldt Bay are issued by HBHRCD; and

WHEREAS, in order to have a safe and efficient pilot organization, it is imperative to attract and hire the best people. Certain skills and experience are necessary to become a pilot and the proper attitude is required for the pilot to accept responsibility for maneuvering large vessels calmly and deliberately. A pilot must sometimes work under stressful conditions but must always exercise good judgment. Because of the pilot's reliance on others in the Bridge Management Team, the Pilot must also be an excellent communicator and manager.

WHEREAS, the goal of the HBHRCD is to maintain an adequate number of trained Pilots in Humboldt Bay to ensure navigation safety and protect commerce and the environment.

NOW, THEREFORE, THE BOARD OF THE HUMBOLDT BAY HARBOR, RECREATION AND CONSERVATION DISTRICT DOES HEREBY ORDAIN AS FOLLOWS:

ARTICLE 1 SHORT TITLE, DEFINITIONS

SECTION 1.1 Short Title

This Ordinance shall be known as the "Humboldt Bay Pilotage Ordinance".

SECTION 1.2 Definitions

a. Humboldt Bay, California: All waters within the geographic boundary of Humboldt Bay up to an elevation of Mean Higher High Water, up Humboldt Bay tributaries to the extent of tidal influence and seaward to the westward extent of the Entrance Channel jetties

b. Humboldt Bar Pilots Association: A partnership of individuals licensed to perform pilotage in Humboldt Bay. This partnership was formed in 1965 to unify Pilots and bring competition between Pilots to an end.

c. Pilot: A trained individual licensed by the federal government and the Humboldt Bay Harbor, Recreation and Conservation District to safely conduct a ship in and out of the waters of Humboldt Bay.

ARTICLE 2 DUTIES OF PILOTS ON HUMBOLDT BAY

SECTION 2.1 Pilotage on Humboldt Bay

a. Pilots on Humboldt Bay must possess a federal Pilot's license and a HBHRCD Pilot's license. All foreign vessels and U.S. flagged vessels not sailing under a coastwise endorsement issued by the U.S. Coast Guard, except vessels under 300 gross tons, navigating Humboldt Bay, are required to use a Pilot holding current licenses for Humboldt Bay.
b. Pilots in Humboldt Bay are required to be members of the Humboldt Bar Pilots Association (a partnership). Association members are self employed but are individually licensed by the Humboldt Bay Harbor, Recreation and Conservation District.
c. The Humboldt Bay Bar Pilots are required to be available with 24 hour notice prior to ship arrival.
d. Pilots are not required to be maintained on station.
e. Radio watch is to be maintained on VHF Channel 16 one hour prior to arrival at the sea buoy.
f. Vessels are to be boarded and disembarked approximately 1.2 miles off of Humboldt Bay.
g. Pilotage is coordinated by the local stevedoring company who act as local agents for the steamship companies.
h. There shall be a minimum of two Pilots plus one back-up Pilot.
i. Pilots shall work ships on a rotational basis.

SECTION 2.2 Pilot – Master Interface

a. Master-Pilot Conference

1. Each Pilotage assignment should begin with a conference between the Pilot and the Master.

2. The initial conference is an opportunity not only to exchange information that the Pilot and Master each needs, but also for the Pilot and the Master to establish an appropriate working relationship.

3. The conference should convey, and be consistent with, the principle that the Pilot and the Master/bridge crew each has an important role in the navigation of the vessel.

4. The amount and subject matter of the information to be exchanged in the initial conference should be determined by the specific navigation demands of the pilotage operation.

b. Pilot's Information Card ("MPX Card")

1. The Humboldt Bar Pilots Association will develop information cards (MPX Cards) for use by their members.

2. The Pilot should give the card to the Master at the time of the initial conference and use it as the basis for discussion during the conference.

3. The card should supplement, not substitute for, the Master/Pilot information exchange.

4. There should be a separate card for outbound and inbound movements and shifting operations when appropriate.

5. The card should include information or instructions specific to navigation in Humboldt Bay. Subjects to be addressed include:
   - radio channels to be monitored;
   - posting of anchor watch/lookout (beyond the requirements of the Rules of the Road; and
   - local navigation requirements or restrictions (tug escorts, speed limits, one-way traffic areas, etc.).

6. The card should also include instructions or requests concerning what the Pilot needs from the Master and crew; subject that might be addressed include:
   - information about the vessel, its characteristics and condition;
   - crew to fix position of the vessel; and
   - only English to be spoken on the bridge.

7. The card should have a blank space for the Pilot to add own items.

8. The Board of Commissioners of the HBHRCD shall approve the card.

c. Pilot's Individual Exchange Practice

1. Each Pilot should develop a personal, standardized conference practice, taking into account regulatory requirements and best practices in pilotage.

2. Pilots should consider using memory aids to ensure that essential exchange items are covered.

d. Absent/Unwilling/Incapable Master

1. An effective exchange requires the participation of a Master who is present, is willing, and has sufficient skills, knowledge, and English language proficiency to provide the information needed by the Pilot and to understand the Pilot's instructions and requests.

2. Pilots should be aware of regulatory requirements for Masters to provide specific information to the Pilot and to cooperate closely with the Pilot.

3. The Pilot should make all reasonable efforts to obtain the presence of the Master for purposes of conducting a conference.

4. If the Master or Bridge crew fails to provide the information needed by the Pilot or if an unsatisfactory exchange leads the Pilot to doubt the ability of the Master or bridge crew to perform the navigation duties normally expected during the vessel movement, the Pilot should use his or her best professional judgement to determine whether it is safe to proceed with the movement.

5. If a Pilot determines that a movement can safely proceed despite an unsatisfactory exchange, the Pilot should adjust his or her pilotage practices during the movement accordingly and should report or record the Master's refusal to engage in an exchange or to provide required information.

6. If a Pilot determines that it is not safe to proceed with a vessel movement due to an unsatisfactory exchange, the Pilot should refuse to proceed, advise the Master/bridge crew on anchoring the vessel or taking other steps to secure the vessel's safety, and notify appropriate authorities by the best means available.

e. Ship's Pilot Card/Wheelhouse Poster

1. Pilots should be aware of regulations requiring vessels to have a pilot card and wheelhouse poster containing maneuvering data and other information concerning the ship.

2. If the Pilot, in the exercise of his or her best judgement, considers the information provided orally by the Master about the vessel and its characteristics unclear or insufficient, the Pilot should consult the Pilot card/wheelhouse poster to confirm or supplement information from the Master.

3. Pilots should be aware that information on a pilotcard/wheelhouse poster about a vessel's handling and maneuvering characteristics may not be accurate when maneuvering in Humboldt Bay or local conditions that may be present during the pilotage operation. Such information may be based on "new vessel" conditions, which may be affected by factors such as bottom fouling, propeller/rudder damage or trim.

f. Ships Calling on a Frequent, Regular Basis

1. The information exchange should not be abandoned for vessels that call on a frequent, regular basis. Such vessels have the potential to induce complacency.

2. The exchange for such vessels can, and should, be adjusted with the focus on items, concerning both vessel and pilotage, that may have changed since the previous call or are otherwise pertinent to the particular pilotage operation.

g. Continuing Communication

1. The initial conference should not be the end of communication and information sharing.

2. The Pilot should convey during the initial conference: the need to communicate throughout the pilotage operation, the Pilot's willingness to answer questions, and the Pilot's continuing need for information.

h. Pilot Boarding Locations and Procedures

1. In places where the Pilot boarding location or procedures impose significant constraints on the time or attention that can be devoted to the initial Master-Pilot conference, the Humboldt Bar Pilots Association and the HBHRCD should review whether changing the boarding location and/or procedures would be feasible and would produce significant benefits that could not be obtained through improvements in the conference process.

2. Any proposed change in the Pilot boarding location or procedures should be measured against the traditional principle that Pilot boarding locations and procedures are determined by both the navigational needs of the ship and the personal safety of the Pilot.

i. Training in the Master-Pilot Information Exchange

1. The Master-Pilot information exchange should be an important focus of the initial and continuing training for Pilots, particularly Bridge Resource Management courses for Pilots.

2. Initial training in the Master-Pilot information exchange should cover:
   - regulatory requirements
   - recognition of language, cultural, psychological and physiological impediments to effective communication and interaction and techniques for overcoming those impediments; and
   - best practices for Humboldt Bay.

3. Continuing training should review initial training items and examine recent accidents, new practices of other Pilots and studies dealing with the subject.

ARTICLE 3 PILOT TRAINEE SELECTION PROCESS

SECTION 3.1 Selection Process

a. The process used to select Pilot Trainee candidates follows general Harbor District hiring procedures, namely, advertisement, acceptance of applications, review of applications and reference checks, interview of the top five to seven candidates, follow-up interviews with the top three candidates and pilot trainee selection. The HBHRCD will conduct the interview and trainee selection process. Individuals enrolled and participating in the Humboldt Bar Pilots Association training program prior to April 22, 1999 are considered accepted into the HBHRCD pilot training program at an equivalent level of training. The experience points portion of the selection process places a greater emphasis on experience and a lesser emphasis on formal education and pilotage endorsements, although the value of those qualities is recognized. An applicant's relationship to a current or former pilot will have no weight during the selection process. In addition, the HBHRCD reserves the right to reject any and all applicants.

SECTION 3.2 Initial Competency

To qualify as a pilot trainee applicant, an individual must:

a. Pass a pre-employment physical examination per USCG regulations including a drug screen.

b. Possess a high school diploma or equivalent.

c. Meet the following criteria:

1. Possess a copy of the current federal license with endorsement. The federal license shall be on file at HBHRCD office for all pilots working on Humboldt Bay. No Humboldt Bay Pilot License renewal shall be issued without the current federal license on file and;

2. Three years of full time paid experience as a USCG licensed Master or Chief Mate of an inspected vessel, of not less than 5,000 gross tons, on the waters of any ocean (a valid license must be submitted at the time of filing) or:

3. Three years of full time paid experience as a pilot whose duties include docking and undocking of oceangoing or coastwise vessels transiting the Pilot grounds in a major

port of the United States or;

4. Three years of full time paid experience as a Master of a tugboat within the confines of Humboldt Bay with an unlimited radar endorsement, or;

5. Possession of a current, valid federal license as master of vessels of at least 1600 gross tons with a unlimited radar endorsement or;

6. Three years paid experience as a Docking Master on flat tow vessels, or;

7. Possession of a current, valid federal license as Master of vessels of any tonnage, any ocean with an unlimited radar endorsement or;

8. Be enrolled and participating in the Humboldt Bar Pilots Association training program prior to April 22, 1999.

SECTION 3.3 Experience Ranking

The following point system may be used to assist in the selection of pilot trainee candidates:

1. Tug Experience

• Any tug experience (minimum one year in command) "Command" = Master or operator in charge of vessel	10 Pts.
• Offshore command experience (not less than 1600 tons combined tug and tow)	5 Pts.
• 2 to 5 years command	5 Pts.
• Over 5 years command	5 Pts.
• Served as pilot on own vessels (not less than 1600 tons combined tug and tow, minimum 100 moves) in pilotage waters. ("Own vessels" means vessels for which applicant was also the master or second in command.)	5 Pts.
Tug Experience - Maximum	30 Pts.

2. Deep Draft Experience

• Any self-propelled vessels in navigation of not less than

	1600 gross tons (minimum one year in command or five years equivalent as licensed officer of the watch)	10 Pts.
•	In command of self-propelled vessels over 10,000 gross tons	5 Pts.
•	2 to 5 years command	5 Pts.
•	Over 5 years command	5 Pts.
•	Served as pilot on "own-vessels" (minimum 100 moves) on pilotage waters. ("Own vessels" means vessels for which applicant was also the master or second in command.)	5 Pts.
	Deep Draft Experience - Maximum	30 Pts.

3. Piloting Experience

•	Serving as commercial pilot, not a member of the crew, directing and controlling the movement of vessels of not less than 1600 gross tons (minimum 100 moves) on waters in which a pilot is required by state, federal or foreign law	10 Pts.
•	2 to 5 years	10 Pts.
•	Over 5 years	10 Pts.
	Piloting Experience - Maximum	30 Pts.

4. Other

(a) Professional Training

•	Maritime Academy Graduate (If completed 2 years * - 1 Pt; if completed 3 years * - 2 Pts.)	Maximum	3 Pts.
	* and provides documentation to establish that applicant left in good standing		
•	Manned Model Simulator		2 Pts.
•	Bridge Resource Management		1 Pt.
		Maximum	6 Pts.

(o) Pilotage Endorsements
(On Coast Guard License)

- For 1 or more non-local routes (2 Pts.)
- For local route (Humboldt Bay) (3 Pts.*)

Maximum 4 Pts.

* If combined with points for non-local routes, not more than 4 points total for Pilotage Endorsements.

Other - Maximum 10 Pts.

Experience Points - Total Possible: 100 Pts.

SECTION 3.4 Physical Requirements

a. Each applicant must provide proof of his/her current satisfactory completion of the physical standards for a First Class Pilot's License determined by the latest USCG Physical and Drug Testing Requirements.

b. Each applicant must be in good physical condition and have no problems climbing ladders or stairs; possess good night vision, depth perception and have no difficulty with hearing or speech.

c. Strength to perform average lifting up to 15 pounds and occasionally over 25 pounds; body agility and equilibrium involved in activities such as climbing and balancing under precarious conditions; arm, hand and finger dexterity with both hands involved in activities such as reaching, handling and feeling; good speaking and hearing ability; and good eyesight including good color perception, depth perception and night vision. Persons with medical limitations may, with reasonable accommodations, be capable of performing the duties of some of the positions in this class. Such determination must be made on an individual basis in light of the person's limitations, the requirements of the position, and the appointing authority's ability to effect reasonable accommodations to the limitations.

ARTICLE 4 APPRENTICESHIP AND TRAINING

SECTION 4.1 Apprenticeship and Training

After acceptance as a Pilot Trainee, the applicant must undergo a training and apprenticeship program. The program is designed to familiarize the trainee with the workings of the Humboldt Bar Pilots Association, the interface between the Humboldt Bar Pilots Association and the other oversight agencies, and to demonstrate requisite skills and judgment. One other key goal of the apprenticeship program is to allow the trainee to acquire "local knowledge."

The apprenticeship and training will consist of the following components:

a. The length of the program shall consist of a minimum of one (1) year and a maximum of three (3) years. If ship traffic falls below 45 in a one year period, the Program may be extended by the HBHRCD Board of Commissioners.

b. The Pilot training and apprenticeship program is divided into two stages. Stage 1 is termed an "Observing Apprentice". Stage 2 is termed the "Apprentice Pilot". The "Observing Apprentice" pilot shall complete at least twenty (20) round trips (40 ship movements) across the Humboldt Bay Entrance before advancing to "Apprentice Pilot" status. One round trip shall consist of the riding of one ship inbound and riding one ship outbound. Riding of the same ship inbound and outbound is not necessary.

1. Of these 40 ship movements, at least 10 will be made during times of darkness or restricted visibility.
2. Of the 40 ship movements, at least 15 will be made during the winter.
3. Of these 40 ship movements, at least 5 round trips shall be made through the Fields Landing Channel of South Bay.

c. Maneuvering of any ship by an Apprentice Pilot shall be under direct supervision of a HBHRCD licensed Pilot. Ship handling skills will be observed and the Apprentice Pilot will be gradually passed through phases for more difficult assignments.

d. Apprentice pilots will be required to ride as observers aboard local vessel-assist tugs during at least ten days in the first six months of the training program.

e. A written evaluation shall be made after every ship movement involving an Apprentice Pilot by the HBHRCD licensed Pilot.

f. Simulator training and Bridge Resource Management (BRMP) training for Pilots will be required once during the training program.

g. A training file will be maintained by each apprentice pilot. The checklist will include, but not be limited to, the following items being verified as complete by the Humboldt Bar Pilots:

1. Minimum amount of trips to designated areas within the Port
2. Tugboat observer rides
3. Simulator training
4. Bridge Resource Management training for Pilots
5. Anchoring procedures
6. Lesson learned/incident case review
7. Tug utilization during piloting
8. Local weather patterns
9. Tides and currents
10. Communications
11. Copy of Federal Pilot's License
12. Proof of completion of radar observer unlimited

In addition, the HBHRCD will randomly survey vessel masters for their evaluation of each Apprentice Pilot's ability.

Lengths of each apprenticeship are individually based on assessment of the apprentice's performance. Full qualification is a gradual process, with the apprentice initially qualifying to perform more elementary tasks, then moving to increasingly complex and demanding assignments. Apprenticeships vary in length depending upon the apprentice's previous experience, licenses and qualifications.

Upon completion of the training program outlined above, and the Apprentice Pilot has demonstrated that he/she possesses the necessary skills and knowledge to serve as a licensed pilot for Humboldt Bay, the Humboldt Bar Pilot Association shall notify the HBHRCD that the Apprentice Pilot has completed the training program and shall recommend to the HBHRCD that the Apprentice Pilot be issued a HBHRCD Pilot License for the waters of Humboldt Bay.

The Humboldt Bar Pilots Association may recommend to the HBHRCD, the dismissal of an Observing Apprentice or an Apprentice Pilot from the training program at any time during the Pilot's first year in the program. The HBHRCD may dismiss an Observing Apprentice or an Apprentice Pilot from the program at any time if the HBHRCD determines that the Observing Apprentice or Apprentice Pilot is not making satisfactory progress in the program or that circumstances have changed such that there is no longer a need for an additional HBHRCD licensed Pilot.

ARTICLE 5 PROFESSIONAL DEVELOPMENT

SECTION 5.1 Professional Development

Safe piloting requires that each pilot continue to maintain and improve his or her skills. The Professional Development Program includes the following minimum standards for maintaining proficiency and professional growth. Each pilot will comply with the following in order to be eligible for annual HBHRCD Pilot License renewal:

a. Possess a current Federal Pilots License with an endorsement for radar observer unlimited.

b. Pass an annual physical examination as per USCG regulations and participate in a random drug screening program.

c. Undergo simulator training and Bridge Resource Management Training for Pilots at least once every five years.

d. Participate in incident case review and lessons learned sessions with other pilots at least twice each year.

e. Handle at least three ships supervised by a Humboldt Bar Pilot if the pilot has not been an active pilot for a twelve month period.

ARTICLE 6 OVERSIGHT AND ENFORCEMENT

SECTION 6.1 Oversight

The term oversight includes the aggregate of policies which have been adopted to monitor pilot performance and provide feedback on the effectiveness of qualification and training programs, including legal and administrative procedures for the enforcement of pilotage standards. The responsibility for oversight has been delegated by the State to the HBHRCD through the Harbors and Navigation Code.

SECTION 6.2 Enforcement

As previously indicated, pilots licensed by the HBHRCD in the Port of Humboldt Bay are subject to the jurisdiction of the Coast Guard suspension and revocation process whether piloting vessels in coastwise or in foreign trade. When warranted through the apparent commission of a prohibited act or the failure to meet standards on the part of a Coast Guard-licensed individual, the Coast Guard will initiate an investigation to determine the right of an individual to continue to hold a federal pilot's license. Further, when warranted through the apparent commission of a prohibited act, the HBHRCD Board retains it's jurisdiction over incidents.

SECTION 6.3 Casualty Investigations

The Coast Guard will investigate to determine cause and proper follow-up action for reportable casualties (groundings, allisions, collisions and personal injury meeting certain thresholds). Follow-up could include no action, recommending operational measures, mechanical solutions or enforcement action against those operating the vessel including the suspension and revocation procedures described above. Drug and alcohol testing is included in a Coast Guard investigation. The Coast Guard will work with the Pilot Association to bring together all pertinent information. The Pilot Association will be requested to advise the Coast Guard on standard practice issues that may come up during the investigation. This process is designed to assist in making an informed decision regarding follow-up actions including disciplinary actions AND/OR lessons learned opportunities.

SECTION 6.4 Casualties Below Reportable Threshold

Groundings, allisions, collisions, or other casualties with no or negligible damage below reportable levels shall result in Humboldt Bar Pilots Association review with probable Coast Guard independent review. The Coast Guard goal will be to identify lessons learned and share these and other relevant information with the Humboldt Bar Pilots Association and vessel operators as appropriate.

SECTION 6.5 Near Miss/Lessons Learned/Situations/Incidents

The "lessons learned" program shall balance the need for near miss information against effects of bringing near miss information to the record. Voluntary programs are historically ineffective for a number of reasons, including concern for maintaining a safe and effective Master-pilot relationship and natural hesitance to volunteer close-call information concerning one's own performance. In recent years the more significant near misses have been dealt with by the Coast Guard in a number of ways including:

- Letters of Concern to vessel management about bridge team performance issues.
- Letters of Warning to Master or vessel management, pilot or pilot management.
- Distribution of an incident report and lessons learned with no personnel action.
- Development or revising of Operational Procedures.
- Pilot management internal actions (procedures, training, etc).

a. Each Humboldt Bay Pilot will:

1. Report to the HBHRCD what reviews of the casualty or incident reports were undertaken and what actions will be taken to prevent similar casualties or incidents.

PASSED AND ADOPTED THIS 27TH DAY OF JANUARY 2000, BY THE BOARD OF COMMISSIONERS OF THE HUMBOLDT BAY HARBOR, RECREATION AND CONSERVATION DISTRICT BY THE FOLLOWING POLLED VOTE:

AYES: COMMISSIONER SMITH, COMMISSIONER CURLESS, COMMISSIONER FRITZSCHE, COMMISSIONER HUNTER, COMMISSIONER OLLIVIER

NOES:

ABSENT:

ATTEST:

JIMMY SMITH, President
Board of Commissioners

ROY CURLESS, Secretary
Board of Commissioners

15

HUMBOLDT BAY HARBOR, RECREATION AND CONSERVATION DISTRICT

ORDINANCE NO. 17

AN ORDINANCE ESTABLISHING RULES, REGULATIONS AND ENFORCEMENT PROCEDURES FOR THE ANCHORING, SECURITY AND DISPOSITION OF VESSELS AND PROPERTY IN HUMBOLDT BAY

THE BOARD OF COMMISSIONERS OF THE HUMBOLDT BAY HARBOR, RECREATION AND CONSERVATION DISTRICT DOES HEREBY ORDAIN AS FOLLOWS:

ARTICLE I

SHORT TITLE; DEFINITIONS

SECTION 1.1 SHORT TITLE. This Ordinance shall be known as the "Anchoring, Ordinance".

SECTION 1.2 DEFINITIONS. For the purposes of this ordinance, certain words and phrases used herein are defined as follows:

(a) "Abandoned Property" in accordance with section 322 (a) of the Harbors and Navigation Code, is any hulk, derelict, wreck, or parts of any ship, vessel or other watercraft sunk, beached, or allowed to remain in an unseaworthy or dilapidated condition upon publicly owned submerged lands, salt marsh, or tidelands within the jurisdictional limits of Humboldt Bay Harbor, Recreation and Conservation District, without its consent expressed by resolution of its legislative body, for a period longer than thirty (30) days without a watchman or other person being maintained upon or near and in charge of the property.

(b) "Anchoring" means attaching a vessel to the bottom or shore of Humboldt Bay, inclusive of the shores of Woodley Island, Indian (Gunther) Island and Daby Island using equipment, lines, ropes, chain or cable which is carried on board such vessel as regular equipment when underway.

(c) "Board" or "Board of Commissioners" means the Board of Commissioners of the Humboldt Bay Harbor, Recreation and Conservation District.

(d) "Channel" means any waterway navigable by vessels or artificially improved or created so as to be navigable by vessels.

(e) "District" means the Humboldt Bay Harbor, Recreation and Conservation District.

(f) "Exclusion Zone" means Humboldt Bay Bar Channel, Humboldt Bay Entrance Channel; Fields Landing Channel; North Bay Channel; Eureka Channel (Outer and Inner Reaches); Samoa Channel; and all government maintained channels, turning basins and fairways leading to a wharf area and within 200 yards of a wharf area, and any exclusion zone promulgated by the United States Coast Guard.

(g) "Harbor Master" means the Chief Executive Officer or a designated representative of the District.

(h) "Humboldt Bay" means the land and overlying waters, to the limit of tidal action, of what is commonly known as Humboldt Bay (inclusive of what is commonly known as South Bay and Arcata Bay) Humboldt County, California, including the land and overlying waters of all streams and estuaries tributaries as further defined in Harbor District Ordinance No. 7.

(i) "Marina" means any structure attached to shore of Humboldt Bay that is capable of securing more than six vessels simultaneously and providing any one of the following services: water, electricity, fire protection, bilge water collection and/or sewage pump out stations. Marinas may include, but are not limited to, Woodley Island Marina, Eureka Public Marina and private marinas in the community of King Salmon.

(j) "Mooring" means the use of any weight, chain, rope, floating objects, structures or appliance used alone or together for the purposes of attaching and holding a vessel in a particular place and which is not carried on board such vessel as regular equipment when underway.

(k) "Peace Officer" means every sworn peace officer of this state or of any City, County, City and County, Harbor District or other political subdivisions of the state, and shall have authority to enforce the provisions of Chapter 5 of the Harbors and Navigation Code.

(l) "Permittee" means the legal owner, operator, or any individual in possession of a vessel using an anchorage by the authority of the District under a Temporary Anchoring Permit.

(m) "Pier" means a structure built out into the water with piles for use as a landing place.

(n) "Storage" means the mooring, berthage, wharfage, or anchorage of a vessel.

(o) "Temporary Anchoring Permit" means a temporary license for the privilege to anchor or moor a vessel in Humboldt Bay under this ordinance.

(p) "Vessel" means every description of watercraft used or capable of being used as a means of transportation on water, except either of the following: (1) A seaplane on the water, or (2) A watercraft specifically designed to operate on a permanently fixed course, the movement of which is restricted to a fixed track or arm to which the watercraft is attached or by which the watercraft is controlled.

(q) "Waters" means navigable waters of the United States and waters which come under the jurisdiction of the United States Army Corps of Engineers, and any other waters within the state with the exception of those privately owned.

(r) "Wharf area" means and includes pier, wharf, bulkhead, bulkhead wharf, seawall, seawall structure, embankment, thoroughfare, and other port terminal facility areas along side of which vessels may lie or which are suitable for and are to be used in the loading and unloading, assembling, distribution and handling of merchandise.

ARTICLE II
JURISDICTION; AUTHORITY

SECTION 2.1 Under the provision of Appendix II of the California Harbors and Navigation Code the jurisdiction of the District to exercise its powers extends over the following:

(a) All tide, submerged and other lands granted to the district.

(b) Humboldt Bay as defined above, means all waters including all rivers, sloughs, estuaries, and areas tributary to Humboldt Bay as defined in Harbor District Ordinance No. 7.

(c) The protection of wildlife habitats, the improvement, protection, and

conservation of the wildlife and fish resources and the ecology of the area, the providing of open space areas and areas for recreational use with open access to the public, the enhancement of the aesthetic appearance of the bay and the area, control of dredging or filling of the bay, or both and prevention of public pollution of the bay.

SECTION 2.2 Under the authority of section 4 of Appendix II of the California Harbors and Navigation Code, the Board may:

(a) Make and enforce all necessary rules and regulations governing the use and control of all navigable waters and all tidelands and submerged lands, filled or unfilled, and other lands within the jurisdiction limits of the District.

(b) Regulate and control the anchoring, mooring, towing, docking, movement, and pilotage of all vessels.

(c) Establish and maintain a system of harbor police and may establish harbor fire protection within the jurisdictional limits of the District for the enforcement of the ordinances, rules and regulations of the District, and employ the necessary officers, who shall as to such matters have all the power of peace officers and firemen within the District; or in the alternative, the District may contract with the governmental entities whose territorial limits are adjacent to or contiguous to those of the District to provide such services.

SECTION 2.3 Duties of the Harbor Master

The Harbor Master, the Eureka Police Department, Humboldt County Sheriff Department, United States Coast Guard, or their designated representatives shall have authority to enforce the provisions of this ordinance and all lawful regulations affecting Humboldt Bay. It shall be the duty of the Harbor Master to:

(a) Carry out and enforce the orders of the Board, the provisions of this ordinance and all regulations and laws of the District, the waters and uplands within the District's jurisdiction.

(b) Assign moorings, anchorages, and berths to vessels within its jurisdiction.

(c) Execute on behalf of the District, Temporary Anchoring Permits for moorings, anchorages, and berths within the District's jurisdiction.

(d) Order any vessel improperly moored, anchored, or berthed, or in violation of any provision of this ordinance, to change its position to one as the Harbor Master shall designate or to remove the same from the District's jurisdiction, and in the event the Harbor Master's orders are not complied with, to cause such vessel to be moved and to collect the cost thereof from such vessel Permittee or owner thereof.

(e) Report promptly to the proper authorities any violation of the laws of the United States for the protection of navigation and the preservation of navigable waters or any violation of the state or local laws or regulations.

(f) Remove abandoned vessel and/or property from Humboldt Bay in accordance with Harbors and Navigation Code Section 522.

ARTICLE III
LIABILITY OF PERMITTEE

SECTION 3.1 The District is not liable in any manner or for any cause whatsoever for any vessel or its contents, gear, and equipment thereof, or any loss or damage thereto howsoever occasioned. Anchoring or mooring of any vessel is at the sole risk of the Permittee.

SECTION 3.2 The District assumes no risk on account of fire, theft, sinking, act of God, or any damage of any kind to a vessel, its equipment, or any property in or on the vessel anchoring or mooring under a Temporary Anchoring Permit within the jurisdiction of the District.

SECTION 3.3 In the event District considers it necessary to resecure or relocate a vessel for any reason, the Permittee shall pay a reasonable cost or charge therefore, plus all costs and materials used therefore. The District assume no responsibility for the safety of a vessel and is not liable for fire, theft, sinking, act of God, or any damage of any kind to a vessel, its equipment, or any property in or on the vessel by reason of District's decision either to resecure the vessel or not to resecure the vessel.

SECTION 3.4 The District, its Board of Commissioners, its Harbor Master, employees, and representatives, are not liable for removal, relocation or storage of vessels under this ordinance.

SECTION 3.5 At all times the Permittee shall comply and shall require all of Permittee's family, agents, employees, business visitors, guests and invitees to comply with all laws, ordinances, rules and regulations, including those of the local, state and

federal government.

ARTICLE IV
TEMPORARY ANCHORING PERMITS

SECTION 4.1 No vessel may anchor or moor within Humboldt Bay for a period in excess of seventy-two (72) consecutive hours without the owner, operator, or captain of the vessel first obtaining a Temporary Anchoring Permit from the District; the owner, operator, or captain of the vessel shall present proper personal identification and license, if applicable, and evidence of title or ownership of the vessel. A Temporary Anchoring Permit authorizes the holder to anchor or moor only and grants no further rights, privileges or uses. A Temporary Anchoring Permit is valid only for fourteen (14) continuous days from date of issuance or extension. A Temporary Anchoring Permit may be extended for only one additional fourteen (14)-day period at the discretion of the Harbor Master.

SECTION 4.2 A Temporary Anchoring Permit may be issued only with respect to a named individual or government entity and a single vessel and shall be valid only in respect to that individual or government entity and vessel. It shall be the responsibility of the vessel owner, operator, or captain to contact the Humboldt Bay Harbor District and apply for a Temporary Anchoring Permit within seventy-two (72) hours of anchoring in Humboldt Bay. Humboldt Bay Harbor District can be contacted at telephone number (707) 443-0801, by fax at (707) 443-0800, by E-mail at woodleyisland@portofhumboldtbay.org, or by VHF on channel 14.

SECTION 4.3 A Temporary Anchoring Permit is non-assignable and is not transferable. No attempted transfer of assignment, whether voluntary or involuntary, by operation of law, under legal process of proceedings, by receivership, in bankruptcy, or otherwise, and no attempted subletting thereof of any Temporary Anchoring Permit is valid or effective and shall automatically terminate any Temporary Anchoring Permit. Sale or transfer of a vessel covered by a Temporary Anchoring Permit immediately revokes the permit and transfers no rights or privileges inherent in the Temporary Anchoring Permit, nor guarantees the issuance of a new Temporary Anchoring Permit.

SECTION 4.4 Temporary Anchoring Permits may be reassigned at the discretion of the Harbor Master if an orderly administration of the anchoring so requires. Holders of a Temporary Anchoring Permit may apply for reassignment; however, reassignment is not a right or privilege inherent in the Temporary Anchoring Permit.

SECTION 4.5 Vessels to which Temporary Anchoring Permit apply may be temporarily assigned or reassigned to other areas under the control of the District to accommodate repairs, improvements, maintenance, construction, emergencies, or when

necessary in order to permit maximum efficient public utilization of the facilities.

SECTION 4.6 Any Temporary Anchoring Permit may be revoked immediately by the Harbor Master if the holder thereof violates any provision of this Ordinance, or any provision of the Temporary Anchoring Permit.

SECTION 4.7 As a condition to the issuance of a Temporary Anchoring Permit, the holder thereof shall at all times keep the Harbor Master informed of his/her current mailing address, telephone numbers and legal owner's name, address and telephone number, and that of any agent of the vessel or owner. The holder thereof shall also notify the Harbor Master immediately upon any change of ownership of the vessel to which the Temporary Anchoring Permit applies, and shall further notify the Harbor Master immediately upon vacating the anchorage assigned to the vessel. Failure to keep the Harbor Master informed as to the provisions set forth in the paragraph shall be grounds for revocation of the Temporary Anchoring Permit by District forthwith.

SECTION 4.8 Upon posting a notice on the vessel, notice by certified mail, return receipt requested, or by personal service delivered to the holder of a Temporary Anchoring Permit that the Temporary Anchoring Permit has been revoked by the District pursuant to this ordinance, and after the expiration of three (3) days from the date when said notice was posted on the vessel, personally delivered or Permittee was personally located but refused personal service, or three (3) days from the date that the certified mail was accepted or refused or unclaimed, the Harbor Master may remove any vessel or other personal property left by the holder thereof upon the District's jurisdiction and dispose of the same in such manner as the District may deem proper including sale or destruction of vessel or other personal property at the vessel owners and/or Temporary Anchoring Permit holder's expense.

ARTICLE V
REFUSAL OF PERMIT

SECTION 5.1 The District may refuse a Temporary Anchoring Permit to any vessel, that in the opinion of the Harbor Master poses a threat to the health, safety, or security of Humboldt Bay or in the professional judgement of the Harbor Master is in any of the following conditions: is being operated with any of the eight unsafe conditions specified in Title 14 of the California Code of Regulations, section 6550.5 (d) (1) through (8), or may present adverse effects to air, water, land, environment, and ecology, or pursuant to Section 523 of the Harbors and Navigation Code. A Permit may be denied if the vessel places an unreasonable burden on the natural resources of the area, on the public health and safety and air and water quality in the vicinity, or on parks, recreational and scenic areas, historic sites and buildings, or archeological sites in the jurisdiction of the District.

SECTION 5.2 The District is not liable in any manner or for any cause whatsoever for any vessel or its contents, gear, and equipment thereof, or any loss or damage or theft thereto howsoever occasioned due to refusal of a Temporary Anchoring Permit.

ARTICLE VI
RATES; PAYMENT OF RATES

SECTION 6.1 Anchoring rates and charges for Temporary Anchoring Permit shall be set by Resolution by the Board of Commissioners.

SECTION 6.2 All anchoring fees and other charges are payable in full at the time of issuance by the District of the Temporary Anchoring Permit. Failure to pay anchoring fees and other charges within three (3) days of due date shall be a violation of this ordinance. All fees must be paid in full at the District office located on Woodley Island, 601 Startare Drive, Eureka, California.

SECTION 6.3 Receipts shall be prepared for all moneys paid.

SECTION 6.4 (a) By anchoring or mooring a vessel in Humboldt Bay without obtaining a Temporary Anchoring Permit or acceptance of a Temporary Anchoring Permit, a vessel owner, operator, master, agent, or Permittee consents to the exercise of personal jurisdiction in either Federal U.S. District Court, Northern District or State of California Superior Court, and the removal of the vessel by the Harbor Master and the existence of a possessory lien under the Boaters Lien Law of the State of California (commencing with Section 500 of the Harbors and Navigation Code) and a maritime lien for any amounts due and payable for a Temporary Anchoring Permit or other charges incurred under this Ordinance without the requirement for further notice of a possessory lien against the vessel under the Boaters Lien Law or a maritime lien under Section 31343 of Title 46, United States Code in the amount of the fees and charges, including actual fees and costs of enforcement and attorneys fees, and to the arrest of the vessel by the United States Marshal or an individual appointed for, or serving that purpose, the recording of the lien against the vessel and lien foreclosure, and the sale of the vessel under a Marshal's sale, and to the exercise of personal jurisdiction over the owner, operator, master or agent responsible for anchoring or mooring the vessel in Humboldt Bay, or the Permittee, and to the exercise of any other available remedy under Federal or State law.

(b) The owner, operator, or master of any foreign flag or United States documented vessel shall appoint a local agent who is responsible for paying any fees or charges incurred, posting a bond or undertaking, or the removal or disposition of an

abandoned vessel under this Ordinance.

(c) The provisions of Subsection (a) of this section shall be posted in a sign and prominently displayed at the Woodley Island Marina, at the Harbor Master's office, on the District web site and included in any Temporary Anchoring Permit in not less than 14 point bold print.

ARTICLE VII
RULES AND REGULATIONS

SECTION 7.1 It is unlawful for any person to present false identification, license or evidence of vessel ownership or possession to the Harbor Master or any peace officer, or to willfully injure, break, remove or tamper with any part of any vessel under Temporary Anchoring Permit, or to climb into or upon any vessel without the consent of the owner unless in the performance of official duties or to protect life, property and environment.

SECTION 7.2 No person may throw, discharge, or deposit from any vessel or from the shore, float, or in any other manner any refuse matter, human waste, contaminated bilge water, or garbage of any kind whatsoever, on or upon the banks, walls, sidewalks, or parking area waters within the boundaries of the Harbor.

SECTION 7.3 No person may leave dead animals, fish, shellfish, bait, or other putrefying matter on or along seawalls, harbor structures, floats, piers, sidewalks, or parking areas of the Harbor.

SECTION 7.4 No person on board any vessel anchored in Humboldt Bay may use the sanitary facilities, toilet, and sinks on board such vessel unless it is equipped with a holding tank that is in proper working order. All vessels having a Temporary Anchoring Permit shall have dye tablets deposited into the holding tanks on board the vessel and may be required to show proper working order of sanitary facilities so as to not discharge any waste into the waters of Humboldt Bay.

SECTION 7.5 No person holding a Temporary Anchoring Permit may engage in exterior power spray painting. The sanding of surfaces shall be by hand or small power sanders (preferably vacuum sanders). All persons engaged in the sanding and painting of surfaces shall control all sand, paint, and dust and keep the same out of the waters of Humboldt Bay.

SECTION 7.6 At such time as it may become necessary to perform work on board a vessel involving use of welding or burning equipment, every person intending to engage in welding or burning on board a vessel shall notify the District of the nature and extent of the proposed work, the workman or company doing the work and the date and time the

work shall be performed. This notification shall be given to the District prior to the start of work and whenever practicable at least one (1) day before the work is to be performed. All vessels engaged in such welding or burning shall ensure that properly charged fire extinguishers are readily available in case of fire.

SECTION 7.7 All anchoring lines, chains, and equipment shall be provided by the Permittee and shall be sufficient number, strength and size to insure that vessel remain securely anchored under all conditions.

SECTION 7.8 Owner(s) of vessel and Permittee of a Temporary Anchoring Permit and person(s) in possession of vessels are responsible for crews and guests aboard a vessel for compliance with all rules, regulations and provisions of the Temporary Anchoring Permit while at anchor.

SECTION 7.9 All vessels are required to be either currently documented with the United States Government or currently registered with a state and must remain currently documented or registered to retain a Temporary Anchoring Permit. All foreign vessels must have proper United States Customs Service clearance.

SECTION 7.10 Speed within the Eureka Channel Inner Reach, Woodley Island Marina, Eureka Public Marina, and other marinas shall be limited to five (5) miles per hour.

SECTION 7.11 No vessel may anchor within the Exclusion Zone.

SECTION 7.12 Nothing in this ordinance relieves the Permittee of complying with all other applicable local, state, federal, or international law.

ARTICLE VIII
NON-PERMITTED VESSEL PROCEDURE

SECTION 8.1 Any vessel moored, anchored or aground in excess of seventy-two (72) hours in Humboldt Bay without a valid Anchoring Permit, would be considered to be a non-permitted vessel.

SECTION 8.2 The Harbor Master shall immediately initiate proceedings under this Section to remove or secure the removal of a non-permitted vessel from Humboldt Bay.

SECTIONS 8.3 In addition to a maritime or statutory lien against the vessel, the vessel owner, operator, master or agent of record are jointly and severally liable for the

actual costs of removal, emergency repairs, storage, disposition and forfeiture of the vessel.

SECTION 8.4 The Harbor Master shall serve notice by affixing a copy of a Notice of Removal and Forfeiture to the vessel in a conspicuous place, posting a copy of the notice at the Harbor Master's office at Woodley Island Marina, posting the notice on the District web site, and by mailing a copy of the notice by first class mail with sufficient postage to the owner or operator of the non-permitted vessel, with copy to the owner, operator, master, or agent of record as previously provided.

SECTION 8.5 The form of Notice is as follows:

NOTICE OF REMOVAL AND FORFEITURE OF NON-PERMITTED VESSEL

NOTICE IS GIVEN that the numbered/documented vessel_____ (Vessel Name), State and State number /Federal documentation number _____, is a non-permitted vessel and subject to removal and forfeiture by Order of the Harbor Master, Humboldt Bay Harbor District under Ordinance Number 17 of the Humboldt Bay Harbor, Recreation and Conservation District on _____ (Date).

The vessel is ordered removed at the sole expense of the owner, operator, master or agent within seventy-two (72) hours of the date of this notice or the vessel will be removed by order of the Harbor Master and stored at the expense of the owner, operator, master, or agent for which actual costs and expenses the vessel, and the owner, operator, master and agent are jointly and severally liable. Failure to pay those accrued costs and expenses of removal, storage and emergency repairs within thirty (30) days of the removal will result in summary forfeiture of the vessel under Federal or State law without further notice required. If the vessel does not pose an immediate navigation hazard, or threat to security or the environment, at the discretion of the Harbor Master, in lieu of removal and forfeiture the vessel owner, operator, master or agent may post a bond or undertaking in the amount of the estimated cost and expense or removal and storage costs until such time as the vessel is removed by the owner, operator, master or agent.

SECTION 8.6 The Harbor Master shall, after serving notice order the owner, operator, master, or agent to remove the vessel at their expense within twenty-four (24) hours. Failure of the owner, operator, master or agent to remove the vessel within twenty-four (24) hours may result in the Harbor Master taking physical possession of the vessel and either securing or storing the vessel at a safe anchorage or facility.

SECTION 8.7 The Harbor Master shall calculate the actual costs and expenses of removal, including any repair necessary to facilitate such removal and storage, and

provide written notice to the owner, operator, master or agent at the last known address. Such actual costs may be recovered pursuant to a possessory lien or maritime lien against the vessel, or through the civil action against the owner, operator, master or agent of the vessel.

SECTION 8.8 The Harbor Master shall on the next business day:

(a) file a possessory lien with the State Department of Motor Vehicles lien under the Boater's Lien Law (commencing with Section 500 of the Harbors and Navigation Code) in the case of a California registered vessel, or the corresponding unit of State government of the State of the vessel's registry, and request an abstract of title for the registered vessel; or

(b) record a Notice of Claim of Lien with the National Vessel Documentation Center under Section 31343 of Title 46, United States Code for a documented vessel and request an abstract of title for the registered vessel; and

(c) mail a copy of the official notice of possessory lien or Notice of Claim of Lien to the vessel owner, operator, master, or agent of record;

(d) post a copy of the official notice of lien or Notice of Claim of Lien on the vessel, at the Harbor Master's office and on the District web site; and

(e) in the case of a documented vessel, seek a U.S. Coast Guard administrative determination that the vessel is abandoned and should be stricken from the documentation list.

SECTION 8.9 The Harbor Master shall enforce:

(a) the possessory lien against the vessel under the procedure set forth in the Boater's Lien Law for a California registered vessel or a vessel registered in another State by reciprocity or an undocumented vessel; or

(b) the maritime lien against a documented vessel of the United States or a foreign flag vessel by filing an action in United States District Court for the Northern District of California, requesting the United States Marshal or another person to arrest the vessel, filing a default judgement, and requesting a Marshal's sale of the vessel free of liens and encumbrances under the Federal Rules of Civil Procedure for admiralty cases;

(c) the exercise of extrajudicial remedies under Section 31325 of Title 46, United States Code; and

(d) the civil remedy for recovery of the actual costs and expenses of vessel removal and forfeiture against the vessel's owner, operator, master, or agent in either Superior Court or United State District Court as the case may be.

Passed and adopted this 9th day of June, 2004, by the Board of Commissioners of the Humboldt Bay Harbor, Recreation and Conservation District by the following polled vote:

AYES: Commissioner Curless, Commissioner Hunter, Commissioner Ollivier

NAYES:

ABSENT: Commissioner Pellegrini, Commissioner Fritzsche

RONNIE PELLEGRINI, President
Board of Commissioners

ATTEST:

RON FRITZSCHE, Secretary
Board of Commissioners

APPENDIX V

HARBOR SAFETY COMMITTEE OF THE HUMBOLDT BAY AREA BYLAWS

As Amended 17 March 2011

Article I: Name

Section 1. The Harbor Safety Committee of the Humboldt Bay Area (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 tank ships, tank barges, and other vessels within the harbor, and making recommendations to the Administrator of the Office of Spill Prevention and Response (OSPR), hereinafter referred to as the Administrator.

Article III: Membership

Section 1. Membership Categories

a. Members shall be selected from local representatives of organizations or companies in the Humboldt Bay Area region whenever possible.

b. The Committee shall consist of members and their alternates appointed by the Administrator as follows:
   1. One designee representing the port authority within the harbor;
   2. One representative of tank ship operators;
   3. One representative of the pilot organization within the harbor;
   4. One representative of dry cargo vessel operators;
   5. One representative of commercial fishing;
   6. One representative of pleasure boat operators;
   7. One representative of a recognized Tribal/nonprofit environmental organization that has as a purpose the protection of marine resources;
   8. One representative of the California Coastal Commission;
   9. One representative from a recognized labor organization involved with operations of vessels;
   10. One representative of tug or tank barge operators, neither of whom shall also be engaged in the business of operating either tank ships or dry cargo vessels;
   11. One representative from Local Law Enforcement;
   12. One representative from Marine Oil Terminal Operators;
   13. One representative from Coast Guard Sector Humboldt Bay;
   14. One representative from each of the following: Captain of the Port from the U.S. Coast Guard; U.S. Army Corps of Engineers; the National Oceanographic and Atmospheric Administration, and the U. S. Navy, to the extent that each consents to participate on the committee.

c. Appointees filling membership categories identified in items b1 through b12, above, are specified as appointed members.

d. Committee may petition the Administrator with a request for new or additional membership positions for special needs to conduct ongoing harbor safety committee business and which reflect the makeup of the local maritime community. The qualifications for such positions shall be set either in committee bylaws or on the petition. The approval of such petitions shall be at the sole discretion of the Administrator.

e. Committee may petition the Administrator for the elimination of new or additional membership positions requested and approved pursuant to Subsection d above. The approval of such petitions shall be at the sole discretion of the Administrator.

Section 2. Membership Qualifications

The members appointed from the categories listed in Section 1b (2), (3), (4), and (10) shall have navigational expertise. An individual is considered to have navigational expertise if the individual meets any of the following conditions:

a. Has held or is presently holding a Coast Guard Merchant Marine Deck Officer's license;

b. Has held or is presently holding a position on a commercial vessel that includes navigational responsibility;

c. Has held or is presently holding a shore side position with direct operational control of vessels;

d. Has held or is currently holding a position having responsibilities for permitting or approving the docking of vessels in and around harbor facilities.

Section 3. Term of Membership for Appointed Members

a. A member shall be appointed for a three-year term.

b. A member's appointment shall be terminated as a result of any of the following circumstances:
   1. The member retires from, or otherwise leaves employment under which he/she was appointed. Members who leave their employer may, if qualified under their new employment, apply for the seat they vacated or, if qualified, apply for another Committee seat that becomes vacant.
   2. The member undergoes a change in work responsibilities which alters the constituency which he/she represents, or alters their qualifications for the position.
   3. The member voluntarily resigns for any reason.
   4. A member is removed by the Administrator for any reason under Section 6 below.

c. A member impacted by any of the conditions identified in items 1-4 above is

expected to submit their resignation to the Chair (with a copy to the Administrator) within five working days.

d. Any incumbent completing his/her three-year term may re-apply.

Section 4. Alternates for Appointed Members

a. The alternate representative shall be appointed by the Administrator. Only one alternate shall be appointed for each primary member, and only the appointed alternate is accorded proxy powers. The alternate shall be selected from the same membership category as the primary member, and shall meet the same qualifications. The appointed alternate may vote, participate in, or take any other action on behalf of the primary member consistent with the Committee's bylaws and any applicable statutory or regulatory provisions.

b. An alternate may vote only in the absence of the primary member.

c. Except as noted in Section 5d, below, an alternate's term expires when the primary member’s term expires.

d. When a primary members resigns or is removed, an alternate may serve until such time as a new primary member is appointed.
e. When possible, the primary member should be allowed to recommend their alternate;
    1. If there is more than one applicant for a position, the primary member and the Administrator should consider the other applicants when selecting alternates. The Administrator shall consider diversity of organizations within each membership category when selecting alternates.

Section 5. Attendance of Appointed Members

a. Attendance of scheduled Committee meetings is expected. The standard of attendance is determined as follows:
    1. For each appointed membership category team consisting of a primary member and alternate, missing three consecutive meetings is considered to be not meeting the standard of attendance.
    2. For a primary member with no alternate, missing four consecutive meetings is considered to be not meeting the standard of attendance.

b. The Committee Chair shall review the meeting attendance records on a regular basis and shall inquire about members and teams with excessive absences.

c. The Chair may make an exception to the attendance standards for a member experiencing extenuating circumstances.

Section 6. Member Removal

a. Circumstances may arise which require that a Committee member voluntarily resign or be removed from their position. Such events include:

1. Failing to meet attendance standards, as set in Section 5;
2. Falsifying application materials;
3. The member's term ending prematurely due to meeting one of the conditions described in Article III, Section 3, items b1 and b2.

b. A member who demonstrates any of the three criteria listed above is expected to voluntarily tender his written resignation to the Chair (with a copy to the Administrator) within five working days of being informed of this condition. If the expected resignation is not forthcoming, the Chair shall privately contact the member, explain which bylaw(s) has been violated, and seek the member's resignation. If the request is not honored within ten working days, the Chair shall write to the member (with a copy to the Administrator), explaining which bylaw(s) has been violated and, again, request a resignation. If the resignation is not offered within 15 working days, the Harbor Safety Committee may request the Administrator in writing (with a copy to the member) of the situation, identify which bylaw(s) has been violated, and seek the Administrator's assistance in removing the recalcitrant member.

c. The Chair shall announce at the next full meeting the resignation or removal of any member.

Article IV: Officers

Section 1. The Administrator shall appoint a Chairperson and vice chairperson, for a term not to exceed the balance of their current membership appointment, from the membership specified in Article III.

Section 2. An Executive Secretary (Secretariat) shall be contracted by the Administrator. The Secretariat shall serve as the administrative staff to the Committee.

Article V: Subcommittees and Work Groups

Section 1. The Committee may establish Subcommittees and Work Groups, as it deems necessary. Meetings shall be duly noticed and open to the public in accordance with Article VII to receive maximum participation.

Section 2. The Chair of the Harbor Safety Committee shall appoint the chairperson of Subcommittees and Work Groups. The Chair may appoint Subcommittee members.

Section 3. Subcommittees should be composed of an uneven number of voting Committee members with no fewer than three people on a subcommittee. Vote by the majority of the subcommittee members present shall be necessary to pass a recommendation of the subcommittee. If a majority of Committee members are voting at a subcommittee meeting, that meeting should be noticed as a meeting of the full Harbor Safety Committee.

Section 4. Work Groups may be composed of any number of participants. Work Groups should operate by consensus of those present, including interested members of the public.

Section 5. Subcommittees and Work Groups may make recommendations to the full Committee, which will vote on the recommendations as detailed in Article VIII. Recommendations should be made in writing and provided to the Committee prior to any

vote on the matter.

Article VI: Recommendations from Committee

Section 1. The Committee shall make recommendations or requests of the Administrator on rules, regulations, guidelines, and policies on Harbor Safety. The Committee shall make recommendations or requests to other federal, state, or local agencies.

Section 2. The Committee shall prepare and submit a Harbor Safety Plan and annual updates to the Administrator by June 30 of each year or as directed otherwise by the Administrator.

Article VII: Meetings

Section 1. Governing rules for meetings shall be the Ralph M. Brown Act (Open Meetings for Local Legislative Bodies), the Humboldt Bay Area HSC bylaws, and Robert's Rules of Order.

Section 2. Each Committee member and alternate shall be provided a copy of the Humboldt Bay Area HSC bylaws and the Harbor Safety Plan. Upon request, Committee members and alternates, as well as interested parties, shall be provided a copy of the Brown Act.

Section 3. The Committee normally meets bi-monthly at the Humboldt Bay Harbor District office.

Section 4. Quorum

A quorum 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.

Section 5. Agenda for Meetings:

a. An agenda drafted by the Secretariat in consultation with the Committee Chair shall be prepared for each meeting of the Committee. The agenda shall be distributed no fewer than seven (7) days prior to the scheduled meeting and shall comply with all provisions of the Brown Act.

b. In accordance with the Brown Act, agendas for full Committee meetings shall be posted 72 hours in advance at the Secretariat's office. Posting shall be visible from the outside of the building.

c. Agendas shall include a brief general description of each item to be discussed, including whether voting action is anticipated to be taken on an item.

d. Each agenda item that requires Committee action shall include time for public comment.

e. 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 (2/3 rd) vote of all appointed Committee members, if less than two-thirds (2/3rd) of all appointed members are in attendance by a unanimous vote of those appointed members present.

f. A Committee member or member of the public can discuss an item not on the agenda under New Business/Public Comments. However, no action by the Committee can be taken until such time as the item is duly noticed at a regular or special meeting, and time has been allotted to receive public input prior to Committee action.

Article VIII: Voting

Section 1. Voting

a. The Humboldt Bay Area Harbor Safety Plan annual review shall be approved by two-thirds (2/3rd) of the appointed Committee members or their alternates.
b. With the exception of items specified in Section 1a of this Article, Article VII, Section 5e and Article IX, passage of any item subject to a vote by committee members shall require a simple majority of appointed members, or their alternates present at a meeting. No action shall be taken on any item which is not on the agenda provided pursuant to Article VII, Section 5, except as allowed by Article VII, Section 5e.

c. Due to the advisory nature of the Committee and its selected representatives, members shall not be excused from voting in case of potential conflict of interest.

Article IX: Bylaws Review, Acceptance and Amendments

Section 1. Enactment of Bylaws

To enact bylaws, the proposed bylaws must be:

a. Included as an agenda item at a regular meeting

b. Noticed to the public in accordance with Article VII, Section 5, of these bylaws.

c. Be approved by a two-thirds (2/3rd) of the appointed Committee members or their alternates.

Section 2. Bylaws Status

The bylaws shall become effective after Committee approval and shall continue in force until amended or repealed.

Article X: Certification

I certify that these bylaws were approved by the Harbor Safety Committee of the Humboldt Bay Area on 17 March 2011, at Eureka, California, by a vote of _7_ yea to _0_ nay. This document is true and correct and constitutes the official bylaws governing

the Committee. These bylaws shall remain in force until amended or repealed in accordance with Article IX.

David Hull, Chair Date: 17 March 2011

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APPENDIX VI AIDS TO NAVIGATION

For positions and specific description see Appendix VI Aids to Navigation; Humboldt Bay Navigational Chart (18622); Point Arena to Trinidad Head Navigational Chart (18620); Trinidad Head to Cape Blanco Navigational Chart (18600); current Light Lists are also available via the internet at https://www.navcen.uscg.gov/?pageName=lightListWeeklyUpdates and also at: https://charts.noaa.gov/InteractiveCatalog/nrnc.shtml#mapTabs-2.

See following pages for extracted light list table for week 37/2022 for District 11.
https://www.navcen.uscg.gov/weekly-light-lists

(1) No.	(2) Name and Location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks
			CALIFORNIA - Eleventh District				
SAN FRANCISCO TO POINT ARENA (Chart 18640)							
382	*NOAA Environmental Lighted Buoy 46059*	38-02-48.634N 129-58-09.047W	Fl (4)Y 20s			Yellow boat-shaped buoy.	Aid maintained by National Oceanic and Atmospheric Administration.
385	**Point Reyes Light**	37-59-44.205N 123-01-23.413W	Fl W 5s	265	14	Cylindrical structure on top of square building. 37	HORN: 1 blast ev 30s (3s bl), operates continuously.
390	*NOAA Environmental Buoy 46013*	38-14-05.000N 123-19-01.000W	Fl (4)Y 20s		4	Yellow disc-shaped buoy.	Aid maintained by National Oceanic and Atmospheric Administration.
395	*Bodega Head Lighted Whistle Buoy 30*	38-17-08.012N 123-04-13.055W	Fl R 6s		4	Red.	
415	*Arena Cove Lighted Bell Buoy A*	38-54-39.221N 123-43-35.029W	Mo (A) W		4	Red and white stripes with red spherical topmark.	
420	**Point Arena Light**	38-57-17.139N 123-44-26.214W	Fl W 15s	155	14	Light House 115	
POINT ARENA TO TRINIDAD HEAD (Chart 18620)							
430	*Albion River Lighted Whistle Buoy AR*	39-13-36.653N 123-47-18.238W	Mo (A) W		4	Red and white stripes with red spherical topmark.	
435	Little River Bell Buoy LR	39-15-57.085N 123-48-02.568W				Red and white stripes with red spherical topmark.	
440	Mendocino Bay Whistle Buoy MB	39-17-51.942N 123-48-44.130W				Red and white stripes with red spherical topmark.	
445	*NOAA Environmental Lighted Buoy 46014*	39-13-50.921N 123-58-27.430W	Fl (4)Y 20s			Yellow disc-shaped buoy.	Aid maintained by National Oceanic and Atmospheric Administration.
SAN DIEGO TO CAPE MENDOCINO (Chart 18020)							
448	*Dart Tsunami Warning Lighted Buoy Station 46411*	39-20-06.000N 127-04-12.000W	Fl (4)Y 20s				Aid maintained by National Oceanic and Atmospheric Administration.
POINT ARENA TO TRINIDAD HEAD (Chart 18620)							
450	**Point Cabrillo Light**	39-20-54.905N 123-49-33.828W	Fl W 10s	81	22	Light House 47	Emergency light of reduced intensity when main light is extinguished.
455	*Noyo Approach Lighted Whistle Buoy NA*	39-25-55.083N 123-49-59.550W	Mo (A) W		4	Red and white stripes with red spherical topmark.	
465	*Point Delgada Lighted Whistle Buoy 36*	40-00-15.330N 124-04-51.966W	Fl R 6s		4	Red.	
470	Shelter Cove Entrance Bell Buoy 1	40-00-34.430N 124-03-35.464W				Green.	
478	*Scripps Waverider Lighted Research Buoy 094*	40-17-41.400N 124-43-54.600W	Fl (5)Y 20s			Yellow sphere with whip antenna.	Private aid.
485	*Blunts Reef Lighted Bell Buoy 40*	40-26-49.048N 124-29-56.772W	Fl R 2.5s		5	Red.	
490 8130	*Humboldt Bay Entrance Lighted Whistle Buoy HB*	40-46-24.085N 124-16-13.616W	Mo (A) W		4	Red and white stripes with red spherical topmark.	AIS: MMSI 993692035
500	*NOAA Environmental Lighted Buoy 46022*	40-44-53.000N 124-31-37.000W	Fl (4)Y 20s			Yellow disc-shaped buoy.	Aid maintained by National Oceanic and Atmospheric Administration.
505	*Scripps Waverider Lighted Research Buoy 168*	40-53-45.660N 124-21-25.200W	Fl (5)Y 20s			Yellow sphere with whip antenna.	Private aid.

510	*NOAA Environmental Lighted Buoy 46006*	40-45-52.000N 137-22-37.000W	Fl (4)Y 20s		4	Yellow disc-shaped buoy.	Aid maintained by National Oceanic and Atmospheric Administration.
515	Pilot Rock Gong Buoy 2	41-02-37.860N 124-09-20.707W				Red.	

(1) No.	(2) Name and Location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks
			CALIFORNIA - Eleventh District				
	POINT ARENA TO TRINIDAD HEAD (Chart 18620)						
520	Trinidad Harbor Bell Buoy 4	41-02-59.000N 124-08-37.656W				Red.	
	TRINIDAD HEAD TO CAPE BLANCO (Chart 18600)						
525	**Trinidad Head Light**	41-03-06.869N 124-09-05.242W	Oc W 4s	193	14	Light House 25	Light obscured northward of 140°. HORN: 1 blast ev 30s (3s bl).
530	*Trinidad Head Lighted Whistle Buoy 42*	41-03-01.360N 124-10-24.446W	Fl R 6s		4	Red.	
535	Turtle Rocks Bell Buoy 44	41-08-10.529N 124-11-47.140W				Red.	
540	READING ROCK LIGHT	41-20-24.928N 124-10-43.137W	Fl W 4s	98	3	NR on house.	
545 8360	*Crescent City Harbor Lighted Whistle Buoy 2*	41-42-59.729N 124-11-47.956W	Fl R 6s		4	Red.	
550 8370	CRESCENT CITY ENTRANCE LIGHT	41-44-11.025N 124-11-27.741W	Fl W 5s	55	9	On post	HORN: 1 blast ev 10s (1s bl), operates continuously.
555	BATTERY POINT LIGHT	41-44-39.000N 124-12-11.000W	Fl W 30s			White two story structure.	Restored historic light. Private aid.
561	SAINT GEORGE REEF LIGHT	41-50-14.000N 124-22-32.000W	Fl W 12s	146		Gray tower on rock.	Restored historic light Private aid.
562	*NOAA Environmental Lighted Buoy 46027*	41-50-24.000N 124-22-54.000W	Fl (4)Y 20s			Yellow disc-shaped buoy.	Aid maintained by National Oceanic and Atmospheric Administration.
			OREGON - Thirteen th District				
565 8595	*Chetco River Approach Lighted Whistle Buoy CR*	42-01-40.246N 124-17-01.805W	Mo (A) W		4	Red and white stripes.	No topmark will be shown on this aid as required by IALA standards due to weather.
570	**Pelican Bay Light**	42-02-30.000N 124-15-45.000W	Fl (3)W 20s	141		White octagonal tower attached to building. 22	Private aid.
575 8650	*Rogue River Approach Lighted Whistle Buoy R*	42-23-37.559N 124-28-35.461W	Mo (A) W		4	Red and white stripes.	AIS: MMSI 993692038 (21). No topmark will be shown on this aid as required by IALA standards due to weather.
580	*Port Orford Entrance Lighted Buoy 1*	42-43-17.536N 124-30-39.009W	Fl G 4s		4	Green.	
590	*NOAA Environmental Lighted Buoy 46015*	42-45-09.000N 124-50-37.000W	Fl (4)Y 20s			Yellow disc-shaped buoy.	Aid maintained by National Oceanic and Atmospheric Administration.
595	**Cape Blanco Light**	42-50-13.301N 124-33-49.207W	Fl W 20s	245	26	White conical tower, with red roof and ball topmark. 59	Lighted throughout 24 hours.
	CAPE BLANCO TO YAQUINA HEAD (Chart 18580)						
600 8675	*Coquille River Entrance Lighted Whistle Buoy 2*	43-08-07.757N 124-27-50.720W	Fl R 4s		4	Red.	
610	*Baltimore Rock Lighted Buoy BR*	43-21-17.242N 124-22-59.536W	Fl Y 4s		4	Yellow.	
612	*OSU Cape Arago Research Lighted Buoy*	43-18-00.000N 124-32-00.000W	Fl Y 4s			Yellow buoy.	Private aid.
613 8728	*Scripps Institute Wave Recorder Lighted Buoy 46229/139*	43-46-12.600N 124-32-54.720W	Fl (5)Y 20s			Yellow sphere shaped buoy.	Private aid.
615	*Coos Bay Approach Lighted*	43-22-15.706N	Mo (A) W		4	Red and white	AIS: MMSI 993692040 (21). No

8730	*Whistle Buoy K*	124-23-06.765W		stripes.	topmark will be shown on this aid as required by IALA standards due to weather.
620	UMPQUA RIVER LIGHT	43-39-44.258N	Al WR 15s	White conical	Lighted throughout 24 hours.
9260		124-11-54.719W	0.1s W fl 4.9sec. 0.1s W fl 4.9sec. 0.1s R fl 4.9sec.	concrete tower.	Private aid.

(1) No.	(2) Name and Location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks
	ANACAPA PASSAGE (Chart 18729)						
ELK TO FORT BRAGG							
Noyo River							
8116	- ENTRANCE SMALL BOAT WARNING LIGHT	39-25-39.656N 123-48-20.285W	Q Y	15	8	NR labeled ROUGH BAR on tower.	Lights flash when seas exceed eight feet in height. Lights extinguished for lesser sea conditions, but with no guarantee that bar is safe.
8120	- LIGHT 10	39-25-37.014N 123-48-20.488W	Fl R 2.5s	15	4	TR on pile.	
8125	- LIGHT 12	39-25-26.322N 123-48-08.637W	Fl R 4s	5	3	TR on pile.	
	CALIFORNIA - Eleventh District						
HUMBOLDT BAY (Chart 18622)							
Humboldt Bay							
8130 490	- *Entrance Lighted Whistle Buoy HB*	40-46-24.085N 124-16-13.616W	Mo (A) W		4	Red and white stripes with red spherical topmark.	AIS: MMSI 993692035
8135	- *Lighted Bell Buoy 2*	40-45-56.815N 124-14-57.512W	Fl R 4s		3	Red.	Seasonal Aid 01 May to 31 Oct. AIS active year round: MMSI: 993692213
8136	- ENTRANCE SMALL BOAT WARNING SIGN LIGHT Located at CG station.	40-46-01.662N 124-13-00.574W	Q Y	12	3		Lights flash when seas exceed six feet in height. Hazardous Bar Conditions Advisory will also be broadcast when seas exceed ten feet in height. Lights extinguished for lesser sea conditions, but with no guarantee that bar is safe.
8140	- APPROACH RANGE FRONT LIGHT	40-45-52.612N 124-13-53.396W	Q W	39		KRW on Dolphin.	Visible 4° each side of the rangeline. Horn: 2 Blasts ev 20s (2s bl-2s si-2s bl-14s si). Light and Horn operate throughout 24 hours.
8145	- APPROACH RANGE REAR LIGHT 150 yards, 105.3° from front light.	40-45-51.442N 124-13-47.762W	Oc W 4s	57		KRW on pile.	Visible 4° each side of the rangeline. Lighted throughout 24 hours.
8150	- ENTRANCE LIGHT 3	40-46-07.902N 124-14-19.610W	Fl G 2.5s	37	5	SG on white cylindrical structure labeled NORTH.	
8155	- ENTRANCE LIGHT 4	40-45-52.572N 124-14-37.798W	Fl R 2.5s	57	5	TR on white cylindrical structure labeled SOUTH.	HORN: 1 blast ev 10s (1s bl), operates continuously.
8165	- ENTRANCE RANGE FRONT LIGHT	40-45-05.529N 124-13-35.572W	Q G	22		KRW on Dolphin.	Visible 1.5° each side of the rangeline. Lighted throughout 24 hours.
8170	- ENTRANCE RANGE REAR LIGHT 269 yards, 140.3° from front light.	40-44-59.407N 124-13-28.879W	Oc G 4s	41		KRW on Dolphin.	Visible 1.5° each side of the rangeline. Lighted throughout 24 hours.
8175	- *Lighted Bell Buoy 5*	40-45-25.997N 124-13-50.679W	Fl G 4s		4	Green.	
8180	- LIGHT 6	40-45-23.754N 124-14-04.154W	Fl R 4s	30	3	TR on pile.	
8185	- *Lighted Bell Buoy 7*	40-45-21.036N 124-13-38.303W	Fl G 4s		4	Green.	
8190	- *Lighted Bell Buoy 8*	40-45-08.665N 124-13-30.281W	Q R		3	Red.	
8195	- *Lighted Buoy 9*	40-45-26.816N 124-13-25.427W	Fl G 2.5s		4	Green.	
8195.1	- LIGHT 9	40-45-26.441N 124-13-25.363W	Fl G 2.5s		4		Fl G 2.5S
8200	- *Lighted Buoy 10*	40-45-30.596N	Fl R 4s		3	Red.	

		124-13-10.283W					
8205	- LIGHT 11	40-45-35.504N 124-13-16.473W	Fl G 4s	35	4	SG on pile.	

(1) No.	(2) Name and Location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks

CALIFORNIA - Eleventh District

HUMBOLDT BAY (Chart 18622)

Humboldt Bay

8210	- LIGHT 12	40-45-54.198N 124-12-51.976W	Fl R 6s	15	4	TR on Dolphin.	
8216	- LIGHT 13	40-46-03.815N 124-12-55.397W	Fl G 6s	20	4	SG on pile.	
8220	- LIGHT 14	40-46-05.598N 124-12-38.754W	Fl R 2.5s	15	3	TR on pile.	
8225	- *Lighted Buoy 15*	40-46-28.424N 124-12-13.498W	Fl G 4s		4	Green.	
8230	- LIGHT 16	40-46-24.521N 124-12-07.631W	Fl R 4s	15	4	TR on pile.	
8235	- *Lighted Buoy 17*	40-46-45.442N 124-11-55.933W	Fl G 2.5s		3	Green.	
8237	DEL NORTE STREET PIER LIGHT A	40-47-26.000N 124-11-20.000W	Fl R 4s	10		On post.	Private aid.
8245	SAMOA CHANNEL LIGHT 2	40-48-07.643N 124-11-10.789W	Fl R 2.5s	15	3	TR on pile.	Ra ref.
8248.1	- *Seaweed Farm Danger Buoy 1*	40-48-31.590N 124-11-10.390W	Fl Y 4s				Private aid.
8248.2	- *Seaweed Farm Danger Buoy 2*	40-48-29.410N 124-11-11.320W	Fl W 4s				Private aid.
8248.3	- *Seaweed Farm Danger Buoy 3*	40-48-26.470N 124-11-12.370W	Fl Y 4s				Private aid.
8248.4	- *Seaweed Farm Danger Buoy 4*	40-48-31.590N 124-11-10.010W	Fl Y 4s				Private aid.
8248.5	- *Seaweed Farm Danger Buoy 5*	40-48-29.260N 124-11-10.540W	Fl Y 4s				Private aid.
8248.6	- *Seaweed Farm Danger Buoy 6*	40-48-26.460N 124-11-11.570W	Fl Y 4s				Private aid.
8248.7	- *Seaweed Farm Danger Buoy 7*	40-48-23.590N 124-11-13.380W	Fl Y 4s				Private aid.
8248.8	- *Seaweed Farm Danger Buoy 8*	40-48-23.590N 124-11-13.010W	Fl Y 4s				Private aid.
8249.1	- *Aqua Farm Danger Buoy 1*	40-48-26.000N 124-11-15.240W	Fl Y 4s				Private aid.
8249.2	- *Aqua Farm Danger Buoy 2*	40-48-24.000N 124-11-16.180W	Fl Y 4s				Private aid.
8249.3	- *Aqua Farm Danger Buoy 3*	40-48-24.000N 124-11-14.010W	Fl Y 4s				Private aid.
8249.4	- *Aqua Farm Danger Buoy 4*	40-48-26.860N 124-11-16.180W	Fl Y 4s				Private aid.
8250	SAMOA CHANNEL LIGHT 3	40-48-33.041N 124-11-06.563W	Fl G 4s	15	4	SG on pile.	
8255	SAMOA CHANNEL LIGHT 4	40-48-50.172N 124-10-46.144W	Fl R 4s	15	3	TR on pile.	
8260	SAMOA TURNING BASIN LIGHT 6	40-49-00.901N 124-10-29.637W	Fl R 2.5s	15	3	TR on pile.	
8265	- LIGHT 19	40-48-13.436N 124-10-58.098W	Fl G 4s	20	4	SG on pile.	
8270	- LIGHT 21	40-48-26.142N 124-10-09.970W	Fl G 2.5s	15	3	SG on pile.	Ra ref.
8275	WOODLEY ISLAND MARINA LIGHT	40-48-25.230N 124-10-00.220W	Fl G 4s			SG on pile.	On floating breakwater. Private aid.

Humboldt Bay Hookton Channel

8280	- *Lighted Buoy 1*	40-44-53.790N 124-13-20.878W	Fl G 4s		4	Green.	
8285	- LIGHT 2	40-44-56.688N 124-13-28.258W	Fl R 4s	15	3	TR on pile.	
8290	- LIGHT 3	40-44-38.465N 124-13-28.231W	Fl G 2.5s	20	4	SG on pile.	
8295	- RANGE FRONT LIGHT 4	40-44-32.957N 124-13-37.496W	Q R	20		KRW and TR on pile.	Visible all around; higher intensity on the rangeline.

(1) No.	(2) Name and Location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks
	CALIFORNIA - Eleventh District						
Humboldt Bay Hookton Channel							
8300	- RANGE REAR LIGHT 103 yards, 327.9° from front light.	40-44-35.513N 124-13-39.725W	Iso R 6s	30		KRW on pile.	Visible all around; higher intensity on the rangeline.
8305	- LIGHT 5	40-44-32.484N 124-13-30.256W	Fl G 4s	15	4	SG on pile	
8310	- LIGHT 6	40-44-24.672N 124-13-33.892W	Fl R 2.5s	15	3	TR on pile.	
8315	- LIGHT 7	40-44-26.267N 124-13-28.593W	Fl G 4s	20	4	SG on pile.	
8320	- LIGHT 8	40-44-15.564N 124-13-25.312W	Fl R 6s	15	4	TR on pile.	
8325	PACIFIC GAS AND ELECTRIC DIKE LIGHT	40-44-10.454N 124-13-12.219W	Fl W 4s	18		Dolphin.	Private aid.
8330	- LIGHT 10	40-44-01.524N 124-13-14.086W	Fl R 4s	15	3	TR on pile.	Ra ref.
8335	- Daybeacon 9	40-44-04.301N 124-13-08.882W				SG on pile.	
8340	- LIGHT 12	40-43-52.086N 124-13-14.014W	Fl R 2.5s	15	3	TR on pile.	
8345	- LIGHT 13	40-43-34.800N 124-13-19.456W	Fl G 2.5s	15	3	SG on pile	
8350	- LIGHT 14	40-43-19.974N 124-13-34.262W	Fl R 4s	15	3	TR on pile.	Ra ref.
ST. GEORGE REEF AND CRESCENT CITY HARBOR (Chart 18603)							
Crescent City Harbor							
8355	- Buoy 1	41-44-13.414N 124-12-49.680W				Green can.	
8360 545	- *Lighted Whistle Buoy 2*	41-42-59.729N 124-11-47.956W	Fl R 6s		4	Red.	
8365	- *Lighted Whistle Buoy 4*	41-43-34.400N 124-11-19.347W	Fl R 4s		4	Red.	
8370 550	CRESCENT CITY ENTRANCE LIGHT	41-44-11.025N 124-11-27.741W	Fl W 5s	55	9	On post	HORN: 1 blast ev 10s (1s bl), operates continuously.
8375	- *Lighted Bell Buoy 6*	41-44-14.427N 124-11-19.346W	Fl R 2.5s		4	Red.	
8380	- *Lighted Buoy 7*	41-44-16.427N 124-11-23.346W	Fl G 2.5s		4	Green.	
8385	CRESCENT CITY INNER BREAKWATER LIGHT 8	41-44-36.504N 124-11-17.884W	Fl R 4s	30	5	TR on pile.	
8386	- LIGHT 9	41-44-41.313N 124-11-12.858W	Fl G 2.5s	15	3	SG on pile.	
8387	- LIGHT 10	41-44-39.213N 124-11-08.758W	Fl R 2.5s	15	3	TR on pile.	
8388	- LIGHT 11	41-44-43.913N 124-11-06.858W	Fl G 4s	15	4	SG on pile.	
8390	- RANGE FRONT LIGHT	41-44-59.802N 124-11-21.171W	Fl G 2.5s	23		KRG on pile.	Visible 4° each side of the rangeline.
8395	- RANGE REAR LIGHT 79 yards, 359.9° from front light.	41-45-02.146N 124-11-21.175W	Oc G 4s	39		KRG on pile.	Visible 4° each side of the rangeline.
	LAKE TAHOE - Eleventh District						
LAKE TAHOE							
8403	- LONG PIER LIGHT	39-09-04.000N 120-08-25.000W	Fl R 6s	30		On post.	Private aid.

8405	SUGAR PINE POINT LIGHT	39-03-40.532N 120-06-50.197W	Fl W 4s	15	8	NR on post.
Lake Tahoe						
8410	- Buoy A	39-13-10.291N 120-00-16.206W				White can with orange bands.
8415	- *Lighted Danger Buoy B*	39-13-03.349N 120-00-36.285W	Fl W 2.5s		3	White can with orange bands.

APPENDIX VII

BOLLARD PULL CERTIFICATES

- **Koos King**
- **Captain Leroy (formerly known as Captain Harold)**
- **Renegade**

CERTIFICATES OF INSPECTION

- **Apache**
- **Black Hawk**
- **Cochise**
- **Geronimo**
- **Klihyam**
- **Mikiona**
-

Associated Marine Surveying Co., Inc.

Marine Surveyors and Consultants

July 19, 2011

Mr. Gene Cole
Knutson Towboat Company
400 North Front Street
Coos Bay, OR 97420

RE: T/B "KOOS KING"
BOLLARD PULL TEST
COOS BAY, OREGON
OUR FILE: SO-1108

Requestor,

At the request of Mr. Gene Cole, Knutson Towboat Company, Coos Bay, Oregon, and for the account of TO WHOM IT MAY CONCERN, the undersigned did attend and conduct a Bollard Pull Test by the T/B "Koos King" at the former Weyerhaeuser Chip Facility, Coos Bay, Oregon on Tuesday, July 19, 2011. The scope and purpose of the survey was to determine the pulling ability of the mentioned vessel from the bow and from the stern. The pull was measured in pounds.

At 1630 hours, the undersigned did proceed to Kyree Oil Company fuel dock, Coos Bay, Oregon and boarded the T/B "Koos King". The vessel proceeded down river to the above mentioned facility where the testing commenced. The following was noted:

PARTICULARS OF VESSEL:

NAME	:	T/B "Koos King"
OFFICIAL NUMBER	:	562923
BUILT	:	1983 - Mid Coast Marine, Coos Bay, Oregon
HULL NUMBER	:	9911
DOCUMENTED LENGTH	:	65.0'
GROSS REGISTERED TONS	:	85
ENGINES	:	2 x Cummins KTA 38M Diesel Engines 1200 HP @ 2000 RPM's
PROPULSION	:	2 x "Coolidge" - 4 Blade Propellers - 70" x 69" Kort Nozzles
OWNER	:	Knutson Towboat Co. 400 N. Front St. Coos Bay, Oregon

55805 Fishtrap Rd PO Box 516 Coquille, OR 97423
Telephone - (541) 297-3150 Email - usssocmarineco@gmail.com
Tom Covey Surveyor 541-290-2936

PARTICULARS OF DYNAMOMETER (HOOK SCALE):

Manufacturer	:	Rice Lake Weighing Systems
Hook Scale - Model:	:	R431-D3-100K-CD - S/N: 8373
Digital Reader - Model:	:	500 HE - S/N: 88-1126
Servicing/Calibration	:	Pacific Scale Company, Clackamas, Oregon
Date	:	July 17, 2011

PARTICULARS OF SURVEY:

At 1645 an eye spliced, nine (9") inch x two hundred (200') foot poly-nylon towing line was attached to a mooring cleat at the former Weyerhaeuser Chip facility in Coos Bay, Oregon. The mooring cleat was embedded in a large concrete foundation.

The line was attached to the hook scale by means of a thirty-five (35) ton shackle and the hook scale was thence attached to the stern towing bitt by means of a thirty-five (35) ton shackle and a one (1") wire rope eye to eye pendant.

At 1700 the T/B "Koos King" began a monitored pull on the line. The engines were run up at 1975 to 2000 RPMs for approximately three (3) minutes. During the test the digital scale indicated a pull weight of a maximum of 67,205 pounds and a minimum of 65,.120 pounds.

The T/B "Koos King" then slacked off and the line, shackles, and hook scale were moved to the bow where the line was fed through the bow fairlead, over the bow bitt, and attached to the bow capstan in a similar fashion as above.

At 1716, the vessel began a monitored pull on the line. The engines were run up to near 2000 RPMs for approximately three (3) minutes. During the test the digital scale indicated a pull weight of a maximum of 37,510 pounds and a minimum of 36,083 pounds.

At 1730 with the testing complete, the vessel then proceeded to Knutson Towboat Company dock in Coos Bay.

River conditions at the time of testing:
High Tide - 1730 hours - 6.4 feet
River depth under keel - 40 to 41 feet

Weather conditions were clear and warm with an estimated wind speed of less than 15 knots.

CERTIFICATION:

The undersigned marine surveyor does certify that a Bollard Pull Test was conducted by the T/B "Koos King" on the above date, location, and conditions as stated with the following noted:

Vessel Ahead Pull Weight (Pounds):	**Maximum - 67,205 pounds**
Vessel Astern Pull Weight (Pounds):	**Maximum - 37, 510 pounds**

The above survey report is hereby submitted and is rendered without prejudice TO WHOM IT MAY CONCERN.

Respectfully submitted,

C. Alfred Gnann, Marine Surveyor
Associated Marine Surveying Co., Inc.

ASSOCIATED MARINE SURVEYING CO., INC.
C. ALFRED GNANN
MARINE SURVEYOR

The above Report of Survey has been conducted with non-destructive techniques and sets forth the apparent condition of the vessel, testing equipment, and gear to the best of the undersigned's ability without the removal of portions of vessel structures and without the opening of vessel machinery (motors, engines, generators, gears, or pumps) or the testing equipment for internal examination. Unless noted, all equipment to include navigational and communications was not examined for serviceability. The survey represents the undersigned's honest and unbiased opinion and the undersigned is not to be held responsible for any errors or omissions. Nor inaccuracies for items indicated as "reported to be", "said to be", "said to contain", or "not observed". Nor does the above Report of Survey create any liability of, guarantees to, or warrantees by the company or their employees arising out of the reliance on information contained herein. The above Report of Survey is based on visual or reported data created on the date of the survey and does not construe knowledge of the condition of the vessel prior to, or subsequent to the date of the survey.

JOHN C. MURDOCH
Marine Surveyors

6211 North Ensign Street
Portland, Oregon 97217

Phone: 503/289-761
Fax: 503/288-168

Case No. 12-73
Inspection:
Bollard Pull Test

January 2, 2013

TUG "CAPTAIN HAROLD"

Report of Inspection made by the undersigned Surveyor on December 29, 2012 at the request of Knutson Towboat Company, Coos Bay, Oregon on the Tug "Captain Harold", 68 Gross Tons, 510330 Official Number, Knutson Towboat Company, Owners, while lying afloat at Coos Bay, Oregon in order to ascertain the bollard pull of the vessel.

VESSEL PARTICULARS:

A welded steel twin oil screw Kort nozzle-equipped inland water tug with a bluff rounded bow, straight sides, and a square stern.

Propulsion is via two Cummins KTA 38 M turbocharged after cooled 12-cylinder diesel engines of 1,250 bhp each at 2,100 rpm.

Vessel built in 1967 by Sherman Boat Works at Long Beach, California, extensively reconstructed in 2002, and re-engined in 2012.

Dimensions: (Registered)

Length	65.7'
Breadth	20'
Depth	6.5'

DYNOMOMETER PARTICULARS:

A Rice Lake Weighing Systems electronic dynomometer, serial number 8373, manufactured on February 2, 1988 was used for the test. A "Hostile Environment Survivor Model HE 500" remote monitor Serial Number 88-126 was connected electrically to the dynomometer for monitoring at a safe distance. The arrangement was last calibrated by Pacific Scale Company, Clackamas, Oregon on July 17, 2011.

1

Case No. 12-73

PARTICULARS OF BOLLARD PULL TEST:

At approximately 1200 hours on December 28, 2012 the Tug "Captain Harold" proceeded to the former Weyerhauser Lumber Dock. One end the 200' x 9" braided polypropelene tow line with an eye spliced on each end was made fast to a bollard atop a 10' x 10' concrete deadman. The leading end of the tow line was connected to the dynomometer via a 2-1/4" safety shackle. The dynomometer was then made fast to the after tow bitts via a doubled 1" wire rope strap and a 2-1/4" screw pin shackle.

The weather was cloudy with a light SE' wind and a 9.2' high tide was predicted for 1257 hours. The water depth was 43'.

At 1228 hours all was in readiness and the tug began to pull straight out normal to the shore line. The engine revolutions were gradually increased and at 1255 hours a maximum pull of 61,400 pounds at 2,100 rpm over a period of approximately two minutes was recorded.

The towing gear was then re-rigged to connect up to the anchor windlass forward. At 1309 hours the tug was maneuvering to back straight out with the wind and tidal current on the port beam. At 1320 hours a maximum pull of 40,000 pounds at 2,100 rpm over a period of approximately two minutes was recorded.

CERTIFICATION:

The undersigned hereby certifies that a Bollard Pull Test was carried out by the Tug "Captain Harold" at the date and location noted above with results a follows:

Ahead Test Maximum Pull	61,400 pounds
Astern Test Maximum Pull	40,000 pounds

ATTENDING:

Gene Cole Representing Knutson Towboat Company

Inspection made without prejudice.

JOHN C. MURDOCH
Marine Surveyor

2

Associated Marine Surveying Co., Inc.

Marine Surveyors and Consultants

February 11, 2020

Mr. Pete Billeter
Pacific Tug Co., LLC
520 3rd Court
Coos Bay, OR 97420

RE: T/B "RENEGADE"
BOLLARD PULL TEST
NORTH BEND, OREGON
OUR FILE: **SO 2001**

Requestor,

At the request of Mr. Pete Billeter, Pacific Tug Co., LLC, Coos Bay, Oregon, and for the account of TO WHOM IT MAY CONCERN, the undersigned did attend a Bollard Pull Test by the T/B "Renegade" at the Southport Lumber Company, 90800 Transpacific Pkwy, North Bend, Oregon on Tuesday, February 11, 2020. The scope and purpose of the survey was to determine the pulling ability of the mentioned vessel from the bow and from the stern. The pull was measured in pounds.

At 0700 hours, the undersigned did proceed to Pacific Tug, 520 3rd Court, Coos Bay, Oregon and boarded the T/B "Renegade". The vessel proceeded down river to the above mentioned facility where the testing commenced. The following was noted:

PARTICULARS OF VESSEL:

NAME	:	T/B "Renegade" Ex: "Mahi", "Maoi"
OFFICIAL NUMBER	:	618705
BUILT	:	1980 - Orange Shipbuilding, Orange, Texas, USA
HULL NUMBER	:	220
DOCUMENTED LENGTH	:	71.2'
GROSS REGISTERED TONS	:	123
ENGINES	:	2 x Caterpillar 398 TA Diesel Engines @900 HP ea. 1800 HP @ 1200 RPMs
PROPULSION	:	2 x 66" Diameter 3 - Blade Propellers - Reported Standard Rudders
OWNER	:	Pacific Tug Co., LLC 520 3rd Court Coos Bay, Oregon

PO Box 5807 Charleston, OR 97420
Telephone - (541) 290-0523 Email - asssocmarineco@gmail.com

PARTICULARS OF DYNAMOMETER (HOOK SCALE):

Manufacturer :	:	Dynamark Engineering Inc.
Hook Scale - Model:	:	Dynamometer 50 Ton Load Cell Rental Washington Chain & Supply
Certification Number :	:	1906-1019C
Servicing/Calibration :	:	Washington Chain & Supply, Seattle, Washington
Date :	:	June 26, 2019
Recertification Date:	:	June 26, 2020

PARTICULARS OF SURVEY:

At 0800, a nine (9") inch x one hundred (100') foot poly-nylon towing line was attached through a closed chock and attached to a mooring double bitt at the Southport Lumber Company facility in Coos Bay, Oregon. The double mooring bitt was embedded in a large concrete foundation.

The line was fed through the bow fairlead and attached to the hook scale by means of a fifty (50) ton shackle and the hook scale was fed through the bow fairlead and thence attached to the bow double bitt by means of a fifty (50) ton shackle and a four (4") inch plasma 12 strand braided line.

At 0820 the T/B "Renegade" began a monitored pull on the line. The engines were run up at 950 to 1200 RPMs for approximately three (3) minutes. During the test the digital scale indicated a pull weight of a maximum of 58,220 pounds and a minimum of 54,700 pounds.

The T/B "Renegade" then slacked off and the line, shackles, and hook scale were moved to the aft deck where the line was fed over the stern, and attached to the stern towing bitt in a similar fashion as above.

At 0838, the vessel began a monitored pull on the line. The engines were run up to near 1200 RPMs for approximately three (3) minutes. During the test the digital scale indicated a pull weight of a maximum of 84,600 pounds and a minimum of 79,400 pounds.

With the testing complete, the lines and equipment secured, at 0915 the vessel then proceeded to Pacific Tug Company dock in Coos Bay.

River conditions at the time of testing:
Low Tide - 0812 hours - 1.5 feet
River depth under keel - 30 feet
Mean lower low water Maintained in the Coos River @ 37 feet.
Weather conditions were clear and cool with an estimated wind speed of less than 5 knots.

CERTIFICATION:

The undersigned marine surveyor does certify that a Bollard Pull Test was conducted by the T/B "Renegade" on the above date, location, and conditions as stated with the following noted:

Vessel Astern Pull Weight (Pounds):	**Maximum – 58,220 pounds**
Vessel Ahead Pull Weight (Pounds):	**Maximum - 84,600 pounds**

The above survey report is hereby submitted and is rendered without prejudice TO WHOM IT MAY CONCERN.

Respectfully submitted,

ASSOCIATED MARINE SURVEYING CO., INC.
BRIAN E. SKALLERUD
MARINE SUVEYOR

Brian E Skallerud, Marine Surveyor
Associated Marine Surveying Co., Inc.

The above Report of Survey has been conducted with non-destructive techniques and sets forth the apparent condition of the vessel, testing equipment, and gear to the best of the undersigned's ability without the removal of portions of vessel structures and without the opening of vessel machinery (motors, engines, generators, gears, or pumps) or the testing equipment for internal examination. Unless noted, all equipment to include navigational and communications was not examined for serviceability. The survey represents the undersigned's honest and unbiased opinion and the undersigned is not to be held responsible for any errors or omissions. Nor inaccuracies for items indicated as "reported to be", "said to be", "said to contain", or "not observed". Nor does the above Report of Survey create any liability of, guarantees to, or warranties by the company or their employees arising out of the reliance on information contained herein. The above Report of Survey is based on visual or reported data created on the date of the survey and does not construe knowledge of the condition of the vessel prior to, or subsequent to the date of the survey.

Certification Date:	16 Oct 2019
Expiration Date:	16 Oct 2024

United States of America
Department of Homeland Security
United States Coast Guard

Certificate of Inspection

Issued by Authority of the Secretary of Homeland Security under the provisions of 46 U.S.C. 3301 and implementing regulations 46 CFR, Part 2, SAFE MANNING DOCUMENT

Vessel Name	Official Number	IMO Number	Call Sign	Service
APACHE	1291244	9888376	WDK8312	Towing Vessel

Home Port	Hull Material	Horsepower	Propulsion
PORTLAND, OR UNITED STATES	Steel	4500	Diesel Reduction

Place Built	Delivery Date	Keel Laid Date	Gross Tons	Net Tons	DWT	Depth
PORTLAND, OR UNITED STATES		28Dec2015	249 [illegible]	149 [illegible]		[illegible] [illegible]

Owner	Operator
SAUSE BROS INC 3710 NW FRONT AVE PORTLAND, OR 97210 UNITED STATES	SAUSE BROS INC 3710 NW FRONT AVE PORTLAND, OR 97210 UNITED STATES

This vessel must be manned with the following licensed and unlicensed Personnel, included in which there must be 0 Certified Lifeboatmen, 0 Certified Tankermen, 0 HSC Type Rating, and 0 GMDSS Operators.

1 Master	1 Licensed Mates	0 Chief Engineers	0 Oilers
0 Chief Mates	0 First Class Pilots	0 First Assistant Engineers	
0 Second Mates	0 Radio Officers	0 Second Assistant Engineers	
0 Third Mates	2 Able Seamen	0 Third Assistant Engineers	
0 Master First Class Pilot	1 Ordinary Seaman	0 Licensed Engineers	
0 Mate First Class Pilots	0 Deckhands	0 Qualified Member Engineer	

In addition, this vessel may carry 0 Passengers, 0 Other Persons in crew, 0 Persons in addition to crew, and no Officers. Total Persons allowed: 5

Route Permitted And Conditions Of Operation:

—Oceans—

ON VOYAGES UNDER ECC 3M, MANNING MAY BE REDUCED TO ONE (1) MASTER, ONE (1) MATE, ONE (1) ABLE SEAMAN, AND ONE (1) ORDINARY SEAMAN.

WHEN THE VESSEL IS CAPABLE FOR A PERIOD NOT EXCEEDING 12 HOURS IN A 24 HOUR PERIOD, THE VESSEL'S CREW MAY BE REDUCED TO ONE (1) MASTER AND ONE (1) ABLE SEAMAN.

WHEN THE VESSEL IS CHARTERED OR A LAKES, BAYS, AND SOUNDS VOYAGE OF EIGHTEEN HOURS, THE CREW MAY BE REDUCED TO ONE (1) MASTER, ONE (1) MATE AND TWO (2) DECKHANDS. WHEN THE VESSEL IS OPERATING FOR A PERIOD NOT EXCEEDING 12 HOURS IN A 24 HOUR PERIOD, THE MINIMUM CREW MAY BE REDUCED TO ONE (1) MASTER AND ONE (1) DECKHAND.

SEE NEXT PAGE FOR ADDITIONAL CERTIFICATE INFORMATION

With this Inspection for Certification having been completed at Portland, OR, UNITED STATES, the Officer in Charge, Marine Inspection, Sector Columbia River certified the vessel, in all respects, is in conformity with the applicable vessel inspection laws and the rules and regulations prescribed thereunder.

Annual/Periodic/Re-Inspection

Date	Zone	A/P/R	Signature

This Amended certificate issued by: A. H. MOORE, Jr., CAPTAIN, USCG, BY DIRECTION

Officer in Charge, Marine Inspection
Sector Columbia River

Inspection Zone:

Dept. of Homeland Sec. USCG CG-841 (Rev 4-2008)(v2) OMB No. 2115-0575

Certification Date:	16 Oct 2019
Expiration Date:	16 Oct 2024

United States of America
Department of Homeland Security
United States Coast Guard

Certificate of Inspection

[illegible]

IN ACCORDANCE WITH 46 CFR 15.810, ONE (1) CAPT HARY GRAGAN MAY BE SUBSTITUTED FOR ONE (1) ABLE SEAMAN. HOWEVER, THEY MUST HOLD THE PROPER CREDENTIAL TO SERVE AS RATING FORMING PART OF A NAVIGATIONAL WATCH IN ACCORDANCE WITH 46 CFR 15.[illegible]

WHILE TRANSFERRING [illegible], A CERTIFIED TANKERMAN OR DESIGNED OFFICER SHALL SERVE AS THE DESIGNATED PERSON IN CHARGE.

THIS VESSEL HAS BEEN VERIFICATED IN ACCORDANCE WITH THE FORING SAFETY MANAGEMENT SYSTEM (FSMS) AND ON INITIATED THE EXTERNAL SURVEY PROGRAM. AN ALTERNATE MODE OF SHIPPING IS THE APPROVED FSMS FOR THIS ORGANIZATION.

THIS COI IS ISSUED IN CONSIDERATION OF THE REQUIREMENTS CONTAINED IN 46 CFR PART 115, ON THE BASIS OF OBJECTIVE EVIDENCE PROVIDED BY AMSC FOR [illegible] OF OPERATING AN APPROVED VALID-SAFETY CONSTRUCTION, AND THE VESSEL'S POSSESSES ON DULY A VALID DOCUMENT OF COMPLIANCE AND SAFETY MANAGEMENT CERTIFICATE FOR THE FSMS OR SAFETY MANAGEMENT SYSTEM USED ON THE VESSEL.

---Hull Exams---

Exam Type	Next Exam	Last Exam	Prior Exam
DryDock	31Oct2022		
Internal Structure	31Oct2022		

---Lifesaving Equipment---

Total Equipment for 8 Persons

Primary Lifesaving Equipment	Quantity	Capacity		Required
Lifeboats (Total)	0	0	Life Preservers (Adult)	0
Lifeboats (Port)	0	0	Life Preservers (Child)	0
Lifeboats (Starboard)	0	0	Ring Buoys (Total)	4
Motor Lifeboats	0	0	With Lights	2
Lifeboats With Radio	0	0	With Line Attached	1
Rescue Boats/Platforms	0	0	Other	0
Inflatable Rafts	1	8	Immersion Suits	8
Life Floats/Buoyant App	0	0	Portable Lifeboat Radios	0
Inflatable Buoyant Apparatus (IBA)	0	0	Equipped With EPIRB?	YES

--- Fire Fighting Equipment ---

Number of Fire Pumps - 1

Hose Information

Location	Quantity	Diameter	Length
Stem	2	1.5	50

Fire Extinguishers - Hand portable and semi-portable

Quantity	Class Type
1	160-B
5	40-B
3	40-B:C

---Certificate Amendments—

Unit Amending	Amendment Date	Amendment Remark
Sector Columbia River	16Dec2019	UPDATED ROUTES AND CONDITIONS.

END

Certification Date:	24 Nov 2020
Expiration Date:	31 Mar 2025

United States of America
Department of Homeland Security
United States Coast Guard

Certificate of Inspection

For ships on international voyages this certificate fulfills the requirements of SOLAS 74 as amended, regulation VI/14, for a SAFE MANNING DOCUMENT.

Vessel Name	Official Number	IMO Number	Call Sign	Service
BLACK HAWK	515015	7021962	WDC8377	Towing Vessel

Hailing Port	Hull Material	Horsepower	Propulsion
PORTLAND, OR UNITED STATES	Steel	3702	Diesel Reduction

Place Built	Delivery Date	Keel Laid Date	Gross Tons	Net Tons	DWT	Length
NEW ORLEANS, LA UNITED STATES	26Jul1968	01Jan1967	R-194 I-434	R-111 I-130		R-112.1 I-113.4

Owner	Operator
SAUSE BROS INC 3710 NW FRONT AVE PORTLAND, OR 97210 UNITED STATES	SAUSE BROS 155 E. MARKET AVE. COOS BAY, OR 97459 UNITED STATES

This vessel must be manned with the following licensed and unlicensed Personnel. Included in which there must be 0 Certified Lifeboatmen, 0 Certified Tankermen, 0 HSC Type Rating, and 0 GMDSS Operators.

1 Masters	1 Licensed Mates	0 Chief Engineers	0 Oilers
0 Chief Mates	0 First Class Pilots	0 First Assistant Engineers	
0 Second Mates	0 Radio Officers	0 Second Assistant Engineers	
0 Third Mates	2 Able Seamen	0 Third Assistant Engineers	
0 Master First Class Pilot	1 Ordinary Seamen	0 Licensed Engineers	
0 Mate First Class Pilots	0 Deckhands	0 Qualified Member Engineer	

In addition, this vessel may carry 0 Passengers, 0 Other Persons in crew, 3 Persons in addition to crew, and no Others. Total Persons allowed: 8

Route Permitted And Conditions Of Operation:

---Oceans---

VALID ON AN INTERNATIONAL VOYAGE

WHEN VESSEL IS ON A VOYAGE OF LESS THAN SIX HUNDRED (600) MILES, VESSEL MAY OPERATE WITH:

ONE (1) MASTER ONE
ONE (1*) LICENSED MATE
ONE (1) ABLE SEAMAN
ONE (1*) ORDINARY SEAMAN

*WHEN OPERATING LESS THAN 12 HOURS IN ANY 24 HOUR PERIOD ON A VOYAGE OF LESS THAN 600NM, THE LICENSED MATE IS NOT REQUIRED, THE ORDINARY SEAMAN IS NOT REQUIRED, AND THE NUMBER OF ABLE SEAMAN MAY BE REDUCED TO ONE (1).

SEE NEXT PAGE FOR ADDITIONAL CERTIFICATE INFORMATION

With this Inspection for Certification having been completed at Seattle, WA, UNITED STATES, the Officer in Charge, Marine Inspection, SECTOR PUGET SOUND certified the vessel, in all respects, is in conformity with the applicable vessel inspection laws and the rules and regulations prescribed thereunder.

Annual/Periodic/Re-Inspection

Date	Zone	A/P/R	Signature

This certificate issued by:

P. M. HILBERT, CAPT

Officer in Charge, Marine Inspection

SECTOR PUGET SOUND

Inspection Zone

Dept. of Home Sec., USCG CG-841 (Rev 4-2000)(v2) OMB No. 2115-0517

United States of America
Department of Homeland Security
United States Coast Guard

Certification Date:	24 Nov 2020
Expiration Date:	31 Mar 2025

Certificate of Inspection

Vessel Name: BLACK HAWK

WHEN THE VESSEL IS ON A LAKES BAYS AND SOUNDS VOYAGE, THE VESSEL MAY OPERATE WITH:

ONE (1) MASTER TWO (2*) DECKHANDS
ONE (1*) LICENSED MATE

*WHEN OPERATING LESS THAN 12 HOURS IN ANY 24 HOUR PERIOD ON A LAKES, BAYS, AND SOUNDS VOYAGE, THE LICENSED MATE IS NOT REQUIRED, AND THE NUMBER OF DECKHANDS MAY BE REDUCED TO ONE (1).

VESSEL IS PERMITTED TO INCREASE THE NUMBER OF PERSONS IN ADDITION TO CREW CARRIED ON ALL ROUTES PROVIDED THE MAXIMUM PERSONS ALLOWED DOES NOT EXCEED EIGHT (8).

THIS CERTICATE IS VALID ONLY SO LONG AS THE OPERATING RESTRICTIONS IN THE VESSEL'S STABILITY LETTER, ISSUED BY THE MARINE SAFETY CENTER AND DATED AUGUST 21, 2015, ARE OBSERVED.

WHILE TRANSFERRING FUEL OIL, A CERTIFIED TANKERMAN, LICENSED OFFICER OR A PERSON IN CHARGE DESIGNATED IN A LETTER BY THE OPERATOR OR AGENT OF THE VESSEL SHALL SERVE AS THE DESIGNATED PERSON IN CHARGE.

THIS COI IS ISSUED IN CONSIDERATION OF THE PROVISIONS CONTAINED IN 46 USC §3103 AND 46 CFR PART 139, ON THE BASIS OF REPORTS, DOCUMENTS AND RECORDS PROVIDED BY THE AMERICAN BUREAU OF SHIPPING, A THIRD-PARTY ORGANIZATION, AND THE VESSEL'S POSSESSION OF A VALID COAST GUARD DECAL.

TYPE III PERSONAL FLOTATION DEVICES WITH THE USCG APPROVAL NUMBER 160.064/3688/0 MAY BE CARRIED IN LIEU OF THE WORKVESTS REQUIRED BY 46 CFR § 140.430. THE USE OF TYPE III PFDS IN LIEU OF WORKVEST DOES NOT ALLEVIATE THE REQUIREMENT TO CARRY A TYPE I LIFEJACKET FOR EACH PERSON ON BOARD AS DETAILED IN THE LIFESAVING EQUIPMENT SECTION OF THIS CERTIFICATE OF INSPECTION.

---Stability---

Type	Issued Date	Office
Letter	24Aug2015	Marine Safety Center (MSC)

---Lifesaving Equipment---

Total Equipment for 8 Persons

Primary Lifesaving Equipment	Quantity	Capacity		Required
Lifeboats (Total)	0	0	Life Preservers (Adult)	10
Lifeboats (Port)	0	0	Life Preservers (Child)	0
Lifeboats (Starboard)	0	0	Ring Buoys (Total)	4
Motor Lifeboats	0	0	With Lights	2
Lifeboats With Radio	0	0	With Line Attached	1
Rescue Boats/Platforms	0	0	Other	1
Inflatable Rafts	1	8	Immersion Suits	10
Life Floats/Buoyant App	0	0	Portable Lifeboat Radios	0
Inflatable Buoyant Apparatus (IBA)	0	0	Equipped With EPIRB?	YES

--- Fire Fighting Equipment ---

Number of Fire Pumps - 1

Hose Information

Location	Quantity	Diameter	Length
Port side main deck	2	1.5	50
Stbd side 01 Deck	1	1.5	50

Fixed Extinguishing Systems

Location	Type	Capacity	
Engine Room	Carbon Dioxide	1000	Pound

United States of America
Department of Homeland Security
United States Coast Guard

Certification Date:	24 Nov 2020
Expiration Date:	31 Mar 2025

Certificate of Inspection

Vessel Name: BLACK HAWK

Fire Extinguishers - Hand portable and semi-portable

Quantity	Class Type
7	40-B:C

END

United States of America
Department of Homeland Security
United States Coast Guard

Certification Date:	18 Jul 2022
Expiration Date:	18 Jul 2027

Certificate of Inspection

For voyage to foreign ports, voyages to and from foreign ports, and voyages subject to the requirements of SOLAS, as amended, chapter XI-1, XI-2 and ISPS Maritime Security Code

Vessel Name	Official Number	IMO Number	Call Sign	Service
COCHISE	1202696	9415505	WDD8952	Towing Vessel

Home Port	Hull Material	Horsepower	Propulsion
PORTLAND, OR UNITED STATES	Steel	3750	Diesel Reduction

Place Built	Keel Laid	Completed	Gross Tons	Net Tons	DWT	Length
TACOMA, WA UNITED STATES	30Jul2007	15Nov2006	[illegible] [illegible] [illegible]	[illegible] [illegible] [illegible]		[illegible] [illegible] [illegible]

Owner	Operator
SAUSE BROS INC 3710 NW FRONT AVENUE PORTLAND OR 97210 UNITED STATES	SAUSE BROS INC 3710 NW FRONT AVE PORTLAND, OR 97210 UNITED STATES

This vessel must be manned with the following licensed and unlicensed Personnel. Included in which there must be 0 Certified Lifeboatmen, 0 Certified Tankermen, 0 HSC Type Rating and 0 GMDSS Operators.

1 Masters	1 Licensed Mates	0 Chief Engineers	0 Cooks
0 Chief Mates	0 First Class Pilots	0 First Assistant Engineers	
0 Second Mates	0 Radio Officers	0 Second Assistant Engineers	
0 Third Mates	2 Able Seamen	0 Third Assistant Engineers	
0 Mate First Class Pilot	1 Ordinary Seamen	0 Licensed Engineers	
0 Mate First Class Pilots	0 Deckhands	0 Qualified Member Engineer	

In addition, this vessel may carry 0 Passengers, 0 Other Persons in crew, 3 Persons in addition to crew, and no Others. Total Persons allowed: 8

Route Permitted And Conditions Of Operation:

---Oceans---

[illegible] MANNING MAY BE REDUCED TO ONE (1) MASTER, ONE (1) MATE, ONE (1) ABLE SEAMAN, ALL ONE (1) ORDINARY SEAMAN.

WHEN THE VESSEL IS OPERATED FOR A PERIOD NOT EXCEEDING 12 HOURS IN A 24-HOUR PERIOD, THE MANNING MAY BE REDUCED TO ONE (1) MASTER AND ONE (1) ABLE SEAMAN.

WHEN THE VESSEL IS OPERATED ON A LAKES, BAYS, AND SOUND ROUTE [illegible] MAY BE REDUCED TO ONE (1) MASTER, ONE (1) MATE AND ONE (1) [illegible] OPERATED FOR A PERIOD NOT EXCEEDING 12 HOURS IN A 24 HOUR PERIOD, THE MANNING MAY BE REDUCED TO ONE (1) MASTER AND ONE (1) DECKHAND.

SEE NEXT PAGE FOR ADDITIONAL CERTIFICATE INFORMATION

With this Inspection for Certification having been completed at Coos Bay, OR, UNITED STATES, the Officer in Charge, Marine Inspection, Sector Columbia River certified the vessel, in all respects, in conformity with the applicable vessel inspection laws and the rules and regulations prescribed thereunder.

Annual/Periodic/Re-Inspection			
Date	Zone	A/P/R	Signature

This certificate issued by:

R. NEGRÓN, CAPTAIN, USCG, BY DIRECTION

Officer in Charge, Marine Inspection

Sector Columbia River

Inspection Zone

Form CG-841 (Rev. 10/07), CG-841 (Rev. 4/2008) (2)

OMB No. 1625-0017

United States of America
Department of Homeland Security
United States Coast Guard

Certification Date:	18 Jul 2022
Expiration Date:	18 Jul 2027

Certificate of Inspection

Vessel Name: COCI ISC

IN ACCORDANCE WITH 46 CFR 15.810, ONE (1) ORDINARY SEAMAN MAY BE SUBSTITUTED FOR ONE (1) ABLE SEAMAN, PROVIDED THAT PRIOR OBSERVATION OF SERVICE AT SEA ON A VESSEL SUBJECT TO ACCORDANCE WITH 46 CFR 15.1103(b).

WHEN TRANSFERS BY BOAT, OR BY FORCE IN DANGER TO THE VESSEL AND LIFE WITH MARINER OR MORSEY OFFICER OR SHALL BE DESIGNATED IN WRITING. A LETTER OF DESIGNATION SATISFYING THE REQUIREMENTS OF JUSTICE 1.11 SHALL BE AVAILABLE.

THIS VESSEL HAS BEEN CERTIFICATED IN ACCORDANCE WITH THE TOWING SAFETY EXAMINATION SYSTEM (TSES) OPTION, UTILIZING THE EXTERNAL SURVEY PROGRAM. AMERICAN BUREAU OF SHIPPING IS THE APPROVED THIRD PARTY ORGANIZATION.

THIS COI IS ISSUED IN CONSIDERATION OF THE PROVISIONS CONTAINED IN 46 CFR PART 138. ON THE BASIS OF DEFINITIVE EVIDENCE PROVIDED BY AMERICAN BUREAU OF SHIPPING, AN APPROVED THIRD-PARTY ORGANIZATION, AND ITS WAIVER OF A VALID DOCUMENT OF COMPLIANCE AND SAFETY MANAGEMENT CERTIFICATE FOR THE EXISTING SAFETY MANAGEMENT SYSTEM USED ON THE VESSEL.

---Hull Exams---

Exam Type	Next Exam	Last Exam	Prior Exam
DryDock	31Aug2024		
Internal Structure	31Aug2024		

---Lifesaving Equipment—

Total Equipment for 8 Persons

Primary Lifesaving Equipment	Quantity	Capacity		Required
Lifeboats (Total)	0	0	Life Preservers (Adult)	8
Lifeboats (Port)	0	0	Life Preservers (Child)	0
Lifeboats (Starboard)	0	0	Ring Buoys (Total)	4
Motor Lifeboats	0	0	With Lights	2
Lifeboats With Radio	0	0	With Line Attached	1
Rescue Boats/Platforms	0	0	Other	0
Inflatable Rafts	1	8	Immersion Suits	6
Life Floats/Buoyant App	0	0	Portable Lifeboat Radios	0
Inflatable Buoyant Apparatus (IBA)	0	0	Equipped With EPIRBV	YES

--- Fire Fighting Equipment ---

Number of Fire Pumps - 1

Hose Information

Location	Quantity	Diameter	Length
Main Deck	2	1.5	50

Fixed Extinguishing Systems

Location	Type	Capacity	
Engine Room	Carbon Dioxide	1000	Pound

Fire Extinguishers - Hand portable and semi-portable

Quantity	Class Type
1	160-B
5	40-B
3	40-B:C

END

U.S. Department of Homeland Security
United States Coast Guard

Officer in Charge
Marine Inspection
U.S. Coast Guard

6767 N. Basin Avenue
Portland, Oregon 97217-3992
Phone: (503) 240-9374
FAX: (503) 240-9369
Email: towpdx@uscg.mil

16711

CERTIFICATE OF INSPECTION

Enclosed is your Certificate of Inspection.

The enclosed Certificate replaces all previous ones and must be posted on the vessel with all pages visible for inspection.

Please destroy all previous Certificates of Inspection.

Please note that the vessel's next hull exam date is indicated on the new Certificate. The date is provided for scheduling purposes.

All annual inspections shall be completed within 3 months of the COI issue date.

To schedule future vessel inspections, please email: towpdx@uscg.mil
A representative will respond within 24 to 48 hours to assist you.

If we may be of further assistance, please contact our Inspections Department at (503) 240-9374.

United States of America
Department of Homeland Security
United States Coast Guard

Certification Date:	27 Aug 2020
Expiration Date:	27 Aug 2025

Certificate of Inspection

For ships or vessels subject to inspection certificates issued under 46 U.S.C. 3301 or equivalent, see SAFE MANNING DOCUMENT.

Vessel Name	Official Number	IMO Number	Call Sign	Service
GERONIMO	1300646	9903188	WDL3906	Towing Vessel

Hailing Port	Hull Material	Propulsion	Propulsion
PORTLAND, OR UNITED STATES	Steel	4500	Diesel Reduction

Place Built	Delivery Date	Keel Laid Date	Gross Tons	Net Tons	DWT	Length
PORTLAND, OR UNITED STATES	28Aug2020	18Dec2015	[illegible]	[illegible]		[illegible]

Owner
SAUSE BROS INC
3710 NW FRONT AVE
PORTLAND, OR 97210
UNITED STATES

Operator
SAUSE BROS INC
3710 NW FRONT AVE
PORTLAND, OR 97210
UNITED STATES

This vessel must be manned with the following licensed and unlicensed Personnel. Included in which there must be 0 Certified Lifeboatmen, 0 Certified Tankermen, 0 HSC Type Rating, and 0 GMDSS Operators.

1 Masters	1 Licensed Mates	0 Chief Engineers	0 Others
0 Chief Mates	0 First Class Pilots	0 First Assistant Engineers	
0 Second Mates	0 Radio Officers	0 Second Assistant Engineers	
0 Third Mates	2 Able Seamen	0 Third Assistant Engineers	
0 Master First Class Pilot	1 Ordinary Seamen	0 Licensed Engineers	
0 Mate First Class Pilots	0 Deckhands	0 Qualified Member Engineer	

In addition, this vessel may carry 0 Passengers, 0 Other Persons in crew, 0 Persons in addition to crew, and no Others. Total Persons allowed: 2

Route Permitted And Conditions Of Operation:

---Oceans---

ON OCEANS, THE CREW NO. MANNING MAY BE REDUCED TO ONE (1) MASTER, ONE (1) MATE, ONE (1) ABLE SEAMAN, AND ONE (1) ORDINARY SEAMAN.

WHEN THE VESSEL IS OPERATED FOR A PERIOD NOT EXCEEDING 12 HOURS IN A 24-HOUR PERIOD, THE CREW NO. MAY BE REDUCED TO ONE (1) MASTER AND ONE (1) ABLE SEAMAN.

WHEN THE VESSEL IS OPERATED ON A LAKES, BAYS, AND SOUNDS ROUTE OR RIVERS ROUTE, THE CREW MAY BE REDUCED TO ONE (1) MASTER, ONE (1) MATE AND ONE (1) DECKHAND. WHEN THE VESSEL IS OPERATED FOR A PERIOD NOT EXCEEDING 12 HOURS IN A 24-HOUR PERIOD, THE VESSEL'S CREW MAY BE REDUCED TO ONE (1) MASTER AND ONE (1) DECKHAND.

SEE NEXT PAGE FOR ADDITIONAL CERTIFICATE INFORMATION

With this Inspection for Certification having been completed at PORTLAND, OR, UNITED STATES, the Officer in Charge, Marine Inspection, Sector Columbia River certified the vessel, in all respects, is in conformity with the applicable vessel inspection laws and the rules and regulations prescribed thereunder.

Annual/Periodic/Re-Inspection

Date	Zone	A/P/R	Signature

This certificate issued by:
J. C. SMITH, CAPTAIN, USCG
Officer in Charge, Marine Inspection
Sector Columbia River
Inspection Zone

Dept. of Homeland Security, U.S.C.G. CG-841 (Rev. 4-2010)(v2) OMB No. 2-15-2013

Certification Date:	27 Aug 2020
Expiration Date:	27 Aug 2025

United States of America
Department of Homeland Security
United States Coast Guard

Certificate of Inspection

Vessel Name: SEFONMO

IN ACCORDANCE WITH 46 CFR 15.840, CFR (1) ORDINARY SEAMAN MAY BE SUBSTITUTED FOR ONE (1) AB[illegible] THEY MUST FILL THE [illegible] OR-DUTY AS PARTS OF A NAVIGATIONAL WATCH IN ACCORDANCE WITH 46 CFR [illegible].

AT OR TRANSIT TO [illegible], THE PERSON-IN-CHARGE OF THE TRANSFER SHALL BE A CERTIFIED TOWMASTER OR LICENSED OFFICER OR SHALL BE DESIGNATED IN WRITING. A LETTER OF DESIGNATION SATISFYING THE REQUIREMENTS OF [illegible] SHOULD BE AVAILABLE.

THIS VESSEL HAS BEEN CERTIFICATED IN ACCORDANCE WITH THE TOWING SAFETY MANAGEMENT SYSTEM (TSMS) DEFINED UTILIZING THE EXTERNAL SURVEY PROGRAM. AMERICAN [illegible] IS THE APPROVED THIRD PARTY ORGANIZATION.

THIS COI IS ISSUED IN CONSIDERATION OF THE PROVISIONS CONTAINED IN 46 CFR PART [illegible] ON THE BASIS OF [illegible] PERFORMED BY AMERICAN FOR AND ON BEHALF OF AN APPROVED THIRD PARTY ORGANIZATION, AND THE VESSEL'S POSSESSION OF A VALID DOCUMENT OF COMPLIANCE AND SAFETY MANAGEMENT CERTIFICATE FOR THE TOWING SAFETY MANAGEMENT SYSTEM USED ON THE VESSEL.

---Hull Exams—

Exam Type	Next Exam	Last Exam	Prior Exam
DryDock	31Aug2023		
Internal Structure	31Aug2023		

---Lifesaving Equipment---

Total Equipment for 8 Persons

Primary Lifesaving Equipment	Quantity	Capacity		Required
Lifeboats (Total)	0	0	Life Preservers (Adult)	9
Lifeboats (Port)	0	0	Life Preservers (Child)	0
Lifeboats (Starboard)	0	0	Ring Buoys (Total)	4
Motor Lifeboats	0	0	With Lights	2
Lifeboats With Radio	0	0	With Line Attached	1
Rescue Boats/Platforms	1	11	Other	0
Inflatable Rafts	1	8	Immersion Suits	8
Life Floats/Buoyant App	0	0	Portable Lifeboat Radios	0
Inflatable Buoyant Apparatus (IBA)	0	0	Equipped With EPIRB?	YES

— Fire Fighting Equipment —

Number of Fire Pumps - 1

Hose Information

Location	Quantity	Diameter	Length
Main Deck	2	1.5	50

Fixed Extinguishing Systems

Location	Type	Capacity	
Machinery Spaces	Carbon Dioxide	1000	Pound

Fire Extinguishers - Hand portable and semi-portable

Quantity	Class Type
1	160-B
5	40-B
3	40-B:C

END

U.S. Department of Homeland Security
United States Coast Guard

Officer in Charge
Marine Inspection
U. S. Coast Guard

6767 N. Basin Avenue
Portland, Oregon 97217-3992
Phone: (503) 240-9340
FAX: (503) 240-9369

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PORTLAND

CERTIFICATE OF INSPECTION

Enclosed is your replacement Certificate of Inspection.

The enclosed Certificate replaces all previous ones, and must be posted on the vessel with all pages visible for inspection.

Please destroy all previous Certificates of Inspection.

Please note that the vessel's next hull exam date is indicated on the new Certificate. The date is provided for scheduling purposes.

All annual inspections shall be completed within 3 months of the COI issue date.

If we may be of further assistance, please contact our Inspections Department at (503) 240-9340.

Certification Date:	29 Apr 2019
Expiration Date:	29 Apr 2024

United States of America
Department of Homeland Security
United States Coast Guard

Certificate of Inspection

For vessels on international voyages (if certificated), it is the requirements of SOLAS 74 as amended, regulation V/ 14, for a SAFE MANNING DOCUMENT.

Vessel Name	Official Number	IMO Number	Call Sign	Service
KLIHYAM	1084928	7644271	WDB7215	Towing Vessel

Hailing Port	Hull Matrl	Horsepower	Propulsion
PORTLAND, OR UNITED STATES	Steel	3900	Diesel Reduction

Home Port	Delivery Date	Keel Laid Date	Gross Tons	Net Tons	DWT	Length
COOS BAY, OR UNITED STATES		01Jan1976	R 197 I 135	R 184 I 145		R 105.5 I 105.5

Owner
SAUSE BROS INC
3710 NW FRONT AVENUE
PORTLAND, OR 97210
UNITED STATES

Operator
SAUSE BROS INC
3710 NW FRONT AVE
PORTLAND, OR 97210
UNITED STATES

This vessel must be manned with the following licensed and unlicensed Personnel. Included in which there must be 1 Certified Lifeboatmen, 0 Certified Tankermen, 0 HSC Type Rating, and 0 GMDSS Operators.

1 Masters	1 Licensed Mates	0 Chief Engineers	0 Others
0 Chief Mates	0 First Class Pilots	0 First Assistant Engineers	
0 Second Mates	0 Radio Officers	0 Second Assistant Engineers	
0 Third Mates	2 Able Seaman	0 Third Assistant Engineers	
0 Master First Class Pilot	1 Ordinary Seaman	0 Licensed Engineers	
0 Mate First Class Pilots	0 Deckhands	0 Qualified Member Engineer	

In addition, this vessel may carry 0 Passengers, 0 Other Persons in crew, 3 Persons in addition to crew, and no Others. Total Persons allowed: 8

Route Permitted And Conditions Of Operation:

---Oceans---

ON VOYAGES UNDER 600 NM, MANNING MAY BE REDUCED TO ONE (1) MASTER, ONE (1) MATE, ONE (1) ABLE SEAMAN, AND ONE (1) ORDINARY SEAMAN.

WHEN THE VESSEL IS OPERATED FOR A PERIOD NOT EXCEEDING 12 HOURS IN A 24-HOUR PERIOD, THE VESSEL'S CREW MAY BE REDUCED TO ONE (1) MASTER AND ONE (1) ABLE SEAMAN.

WHEN THE VESSEL IS OPERATED AS A BARGE, BARGE, AND SCOWS ROUTE IN RIVERS ROUTE, THE CREW MAY BE REDUCED TO ONE (1) MASTER AND (1) MATE AND TWO (2) DECKHANDS. [illegible] IS CHANGED [illegible] A BARGE OR NOT [illegible] IS A CHILE BASED, THE VESSEL'S CREW MAY BE REDUCED TO ONE (1) MASTER AND ONE (1) DECKHAND.

SEE NEXT PAGE FOR ADDITIONAL CERTIFICATE INFORMATION

With this Inspection for Certification having been completed at Portland, OR, UNITED STATES, the Officer in Charge, Marine Inspection, Sector Columbia River certified the vessel, in all respects, is in conformity with the applicable vessel inspection laws and the rules and regulations prescribed thereunder.

Annual/Periodic/Re Inspection

Date	Zone	A/P/R	Signature

This Amended certificate issued by:
R. NEGRON, CAPTAIN, USCG, BY DIRECTION
Officer in Charge, Marine Inspection
Sector Columbia River
Inspector Zone

United States of Americe
Department of Homeland Security
United States Coast Guard

Certification Date:	29 Apr 2019
Expiration Date:	29 Apr 2024

Certificate of Inspection

Vessel Name: KI-YAI

IN ACCORDANCE WITH 46 CFR 1.[illegible], ONE (1) ORDINARY SEAMAN MAY BE SUBSTITUTED FOR ONE (1) able seaman. However, they must hold the proper credential to serve as acting boatswain's mate or a navigational watch in accordance with 46 CFR [illegible].

While transitioning full ocean, the person-in-charge of this vessel shall be a certified tankerman or licensed officer of [illegible] tonnage. A letter of designation [illegible] shall be available.

The fixing work will be continuous if hanger with the vessel is underway under [illegible] and motor [illegible] are provided on the navigation bridge for the auxiliary [illegible] lubricating oil pressure and high coolant water [illegible] and [illegible] for the day tank.

[illegible] has been [illegible] in accordance with [illegible] Safety Management System (ISM) Code, certified by American Bureau of Shipping [illegible] Company Organization.

[illegible] on the provisions [illegible] and [illegible] evidence provided by American Bureau of Shipping, an approved third-party organization, are the vessel's possession of a valid document of compliance and valid safety management certificate for the shipping safety management system [illegible].

---Hull Exams---

Exam Type	Next Exam	Last Exam	Prior Exam
DryDock	31Mar2024		
Internal Structure	31Mar2024		

---Lifesaving Equipment---

Total Equipment for 8 Persons

Primary Lifesaving Equipment	Quantity	Capacity		Required
Lifeboats (Total)	0	0	Life Preservers (Adult)	9
Lifeboats (Port)	0	0	Life Preservers (Child)	0
Lifeboats (Starboard)	0	0	Ring Buoys (Total)	4
Motor Lifeboats	0	0	With Lights	2
Lifeboats With Radio	0	0	With Line Attached	1
Rescue Boats/Platforms	0	0	Other	0
Inflatable Rafts	1	8	Immersion Suits	8
Life Floats/Buoyant App	0	0	Portable Lifeboat Radios	0
Inflatable Buoyant Apparatus (IBA)	0	0	Equipped With EPIRB?	YES

--- Fire Fighting Equipment ---

Number of Fire Pumps - 1

Hose Information

Location	Quantity	Diameter	Length
Main Deck	2	1.5	50

Fixed Extinguishing Systems

Location	Type	Capacity	
Engine Room	Carbon Dioxide	1000	Pound

Fire Extinguishers - Hand portable and semi-portable

Quantity	Class Type
4	40-B
3	40-B:C

United States of America
Department of Homeland Security
United States Coast Guard

Certification Date:	29 Apr 2019
Expiration Date:	29 Apr 2024

Certificate of Inspection

Vessel Name: [illegible]

---Certificate Amendments---

Amending Unit	Amendment Date	Amendment Remark
Marine Safety Unit Portland OR	02May2022	UPDATED ROUTES AND CONDITIONS. ADDED CONTINUOUSLY MANNED ENGINE ROOM REQUIREMENT UNTIL INSTALLATION OF ALARMS.

END

U.S. Department of Homeland Security
United States Coast Guard

Officer in Charge
Marine Inspection
U. S. Coast Guard

6767 N. Basin Avenue
Portland, Oregon 97217-3992
Phone: (503) 240-9374
FAX: (503) 240-9369
E-mail: towpdx@uscg.mil

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CERTIFICATE OF INSPECTION

Enclosed is your replacement Certificate of Inspection containing a new amendment.

The enclosed Certificate replaces all previous ones and must be posted on the vessel with all pages visible for inspection.

Please destroy all previous Certificates of Inspection.

Please note that the vessel's next hull exam date is indicated on the new Certificate. The date is provided for scheduling purposes.

All annual inspections shall be completed within 3 months of the COI issue date.

To schedule future vessel inspections, please email: towpdx@uscg.mil
A representative will respond within 24 to 48 hours to assist you.

If we may be of further assistance, please contact our Inspections Department at (503) 240-9374.

Certification Date:	08 Feb 2022
Expiration Date:	08 Feb 2027

United States of America
Department of Homeland Security
United States Coast Guard

Certificate of Inspection

For ship's international voyages this certificate shall be read together with the form prescribed in 46 CFR 9.74 as amended, applicable to the vessel. A SEAMANS DOCUMENT.

Vessel Name	Official Number	IMO Number	Call Sign	Service
MIKIONA	1191006	9415583	WCD5057	Towing Vessel

Home Port	Hull Material	Horsepower	Propulsion
PORTLAND, OR UNITED STATES	Steel	3750	Diesel Reduction

Place Built	Delivery Date	Keel Laid Date	Gross Tons	Net Tons	Depth	Length
TACOMA, WA UNITED STATES	07 Jan2007	15Jan2006	[illegible] [illegible]	[illegible] [illegible]	[illegible]	[illegible] [illegible]

Owner	Operator
SAUSE BROS INC 3710 NW FRONT AVENUE PORTLAND, OR 97210 UNITED STATES	SAUSE BROS INC 3710 NW FRONT AVENUE PORTLAND, OR 97210 UNITED STATES

This vessel must be manned with the following licensed and unlicensed Personnel. Included in which there must be 0 Certified Lifeboatmen, 0 Certified Tankermen, 0 HSC Type Rating, and 0 GMDSS Operators.

1 Masters	1 Licensed Mates	0 Chief Engineers	0 Oilers
0 Chief Mates	0 First Class Pilots	0 First Assistant Engineers	
0 Second Mates	0 Radio Officers	0 Second Assistant Engineers	
0 Third Mates	2 Able Seamen	0 Third Assistant Engineers	
0 Master First Class Pilot	1 Ordinary Seamen	0 Licensed Engineers	
0 Mate First Class Pilots	0 Deckhands	0 Qualified Member Engineer	

In addition, this vessel may carry 0 Passengers, 0 Other Persons in crew, 0 Persons in addition to crew, and no Others. Total Persons allowed: 8

Route Permitted And Conditions Of Operation.

---Oceans---

ON VOYAGES BEYOND SOE BY, MANNING MAY BE REDUCED TO ONE (1) MASTER, ONE (1) MATE, ONE (1) ABLE SEAMAN, AND ONE (1) ORDINARY SEAMAN.

WHEN THE VESSEL IS OPERATED FOR A PERIOD NOT EXCEEDING 12 HOURS IN A 24-HOUR PERIOD, THE VESSEL'S CREW MAY BE REDUCED TO ONE (1) MASTER AND ONE (1) ABLE SEAMAN.

WHEN THE VESSEL IS OPERATED ON A INSIDE, BAYS, AND SOUND ROUTE, THE CREW MAY BE REDUCED TO ONE (1) MASTER, ONE (1) MATE AND ONE (1) ORDINARY SEAMAN. WHEN THE VESSEL IS OPERATED FOR A PERIOD NOT EXCEEDING 12 HOURS IN A 24-HOUR PERIOD, THE VESSEL'S CREW MAY BE REDUCED TO ONE (1) MASTER AND ONE (1) TECHNICIAN.

SEE NEXT PAGE FOR ADDITIONAL CERTIFICATE INFORMATION

With this Inspection for Certification having been completed at Coos Bay, OR, UNITED STATES, the Officer in Charge, Marine Inspection, Sector Columbia River certified the vessel, in all respects, is in conformity with the applicable vessel inspection laws and the rules and regulations prescribed thereunder.

Annual/Periodic/Re-Inspection

Date	Zone	A/P/R	Signature

This certificate issued by:
R. NEGRÓN, CAPTAIN, USCG, BY DIRECTION

Officer in Charge, Marine Inspection
Sector Columbia River

Inspection Zone

Dept of Home Sec, USCG, CG 841 (Rev 4-2000)(v2) OMB No. 1625-0017

United States of America
Department of Homeland Security
United States Coast Guard

Certification Date:	08 Feb 2022
Expiration Date:	08 Feb 2027

Certificate of Inspection

Vessel Name: NIGONA

IN ACCORDANCE WITH 46 CFR 15.630, CHI (1) ORDINARY SEAMAN MAY BE SUBSTITUTED FOR ONE (1) AB. [illegible] MASTER, MAY ALSO LOAD THE PROPER CONDITIONS [illegible] RATING TOWING PER OP & NAVIGATION WATCH IN ACCORDANCE WITH 46 CFR 15.705(b).

[illegible] THE PERSON IN CHARGE OF THE TRANSFER MUST BE A CERTIFIED TANKERMAN OR LICENSED OFFICER. [illegible] A LETTER OF DESIGNATION EXISTING THE EQUIVALENCE OF [illegible] 55.[illegible] SHALL BE AVAILABLE.

THIS VESSEL HAS BEEN CERTIFICATED IN ACCORDANCE WITH THE TOWING SAFETY MANAGEMENT SYSTEM [illegible] UTILIZING THE EXTERNAL AUDIT PROGRAM, AMERICAN BUREAU OF SHIPPING IS THE APPROVED THIRD PARTY ORGANIZATION.

THIS COI IS ISSUED IN CONSIDERATION OF THE PROVISIONS [illegible] OBJECTIVE EVIDENCE PROVIDED BY AMERICAN BUREAU OF SHIPPING, AS A RECOGNIZED ORGANIZATION, AND THE VESSEL'S POSSESSION OF A VALID DOCUMENT OF COMPLIANCE AND SAFETY MANAGEMENT CERTIFICATE FOR THE TOWING SAFETY MANAGEMENT SYSTEM USED ON THE VESSEL.

---Hull Exams---

Exam Type	Next Exam	Last Exam	Prior Exam
DryDock	28-Feb2025		
Internal Structure	28Feb2025		

---Lifesaving Equipment---

Total Equipment for 8 Persons

Primary Lifesaving Equipment	Quantity	Capacity		Required
Lifeboats (Total)	0	0	Life Preservers (Adult)	9
Lifeboats (Port)	0	0	Life Preservers (Child)	0
Lifeboats (Starboard)	0	0	Ring Buoys (Total)	4
Motor Lifeboats	0	0	With Lights	2
Lifeboats With Radio	0	0	With Line Attached	1
Rescue Boats/Platforms	0	0	Other	0
Inflatable Rafts	1	8	Immersion Suits	8
Life Floats/Buoyant App	0	0	Portable Lifeboat Radios	0
Inflatable Buoyant Apparatus (IBA)	0	0	Equipped With EPIRB?	YES

--- Fire Fighting Equipment ---

Hose Information

Location	Quantity	Diameter	Length
Main Deck	2	1.5	50

Fixed Extinguishing Systems

Location	Type	Capacity	
Engine Room	Carbon Dioxide	1000	Pound

Fire Extinguishers - Hand portable and semi-portable

Quantity	Class Type
1	160-B
5	40-B
3	40-B:C

END

U.S. Department of Homeland Security
United States Coast Guard

Officer in Charge
Marine Inspection
U. S. Coast Guard

6767 N. Basin Avenue
Portland, Oregon 97217-3992
Phone: (503) 240-9374
FAX: (503) 240-9369
E-mail: [illegible]

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CERTIFICATE OF INSPECTION

Enclosed is your Certificate of Inspection.

The enclosed Certificate replaces all previous ones and must be posted on the vessel with all pages visible for inspection.

Please destroy all previous Certificates of **Inspection.**

Please note that the vessel's next hull exam date is indicated on the new Certificate. The date is provided for scheduling purposes.

All annual inspections shall be completed within 3 months of the COI issue date.

To schedule future vessel inspections, please email: towpdx@uscg.mil
A representative will respond within 24 to 48 hours to assist you.

If we may be of further assistance, please contact our Inspections Department at (503) 240-9374.

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APPENDIX VIII DOCK ADDRESS SYSTEM

Humboldt Bay Berth Codes

Port Area	UNLOC	Channel	Commonly Known as	AIS Destination Code (with Dock Identifier)	AIS Destination Code (USCG Minimum Required)	Degrees, Minutes & Seconds N Latitude	Degrees, Minutes & Seconds W Longitude	Degrees, Decimal Minutes N Latitude	Degrees, Decimal Minutes W Longitude
Humboldt Bay	ACV	Mad River Slough	Mad River Slough Boat Ramp	US ACV MR 1-A	ACV MR 1-A	40° 51' 54.7"	124° 09' 01.9"	40° 51.912'	124° 09.032'
Humboldt Bay	ACV	Arcata Channel	Arcata Marsh and Wildlife Sanctuary Boat Ramp	US ACV AC 2-A	ACV AC 2-A	40° 51' 22.2"	124° 05' 54.6"	40° 51.370'	124° 05.910'
Humboldt Bay	ACV	Eureka Slough	Target Boat Ramp	US ACV ES 2-A	ACV ES 2-A	40° 48' 19.8"	124° 08' 32.0"	40° 48.330'	124° 08.533'
Humboldt Bay	ACV	Eureka Inner Reach	1091 Berth	US ACV IR 32	ACV IR 32	40° 48' 35.0"	124° 09' 05.5"	40° 48.583'	124° 09.092'
Humboldt Bay	ACV	Eureka Middle Channel	Wiyot Dock	US ACV MC 7	ACV MC 7	40° 48' 54.5"	124° 09' 27.5"	40° 48.908'	124° 09.458'
Humboldt Bay	IOR	Samoa Channel	Simpson Chip Export Dock	US IOR SC 1	IOR SC 1	40° 47' 55.0"	124° 11' 26.0"	40° 47.917'	124° 11.433'
Humboldt Bay	IOR	Samoa Channel	Redwood Terminal Berth 2	US IOR SC 3	IOR SC 3	40° 48' 12.4"	124° 11' 18.6"	40° 48.207'	124° 11.310'
Humboldt Bay	IOR	Samoa Channel	Unnamed HD Dock	US IOR SC 5	IOR SC 5	40° 48' 28.1"	124° 11' 16.0"	40° 48.468'	124° 11.267'
Humboldt Bay	IOR	Samoa Channel	Aquaculture Terminal Dock	US IOR SC 7	IOR SC 7	40° 48' 41.0"	124° 11' 11.0"	40° 48.683'	124° 11.183'
Humboldt Bay	IOR	Samoa Channel	Redwood Terminal Berth 1	US IOR SC 9	IOR SC 9	40° 48' 59.6"	124° 10' 53.0"	40° 48.993'	124° 10.883'
Humboldt Bay	EKA	Eureka Middle Channel	Johnson Dock	US EKA MC 1	EKA MC 1	40° 48' 31.4"	124° 10' 15.7"	40° 48.523'	124° 10.262'
Humboldt Bay	EKA	Eureka Middle Channel	Bates Dock	US EKA MC 3	EKA MC 3	40° 48' 35.1"	124° 10' 09.0"	40° 48.585'	124° 10.150'
Humboldt Bay	EKA	Eureka Middle Channel	Flemming/Staniland Dock	US EKA MC 5	EKA MC 5	40° 48' 37.7"	124° 10' 05.0"	40° 48.628	124° 10.083'
Humboldt Bay	EKA	Eureka Inner Reach	Woodley Island Marina	US EKA IR 1	EKA IR 1	40° 48' 25.3"	124° 10' 00.0"	40° 48.422'	124° 10.000'
Humboldt Bay	EKA	Eureka Inner Reach	Eureka Public Marina	US EKA IR 2	EKA IR 2	40° 48' 13.0"	124° 10' 43.0"	40° 48.217'	124° 10.717'
Humboldt Bay	EKA	Eureka Inner Reach	Eureka Public Marina Ramp	US EKA IR 2-A	EKA IR 2-A	40° 48' 14.5"	124° 10' 34.5"	40° 48.242'	124° 10.575'
Humboldt Bay	EKA	Eureka Inner Reach	Commercial St. Dock	US EKA IR 4	EKA IR 4	40° 48' 17.2"	124° 10' 29.0"	40° 48.287'	124° 10.483'
Humboldt Bay	EKA	Eureka Inner Reach	Ice Plant	US EKA IR 6	EKA IR 6	40° 48' 19.0"	124° 10' 22.3"	40° 48.317'	124° 10.372'
Humboldt Bay	EKA	Eureka Inner Reach	Coast Seafoods	US EKA IR 8	EKA IR 8	40° 48' 19.5"	124° 10' 20.0"	40° 48.325'	124° 10.333'
Humboldt Bay	EKA	Eureka Inner Reach	Fishermens work area Dock	US EKA IR 10	EKA IR 10	40° 48' 20.3"	124° 10' 14.0"	40° 48.338'	124° 10.233'
Humboldt Bay	EKA	Eureka Inner Reach	C St. Dock	US EKA IR 12	EKA IR 12	40° 48' 20.7"	124° 10' 12.8"	40° 48.345'	124° 10.213'
Humboldt Bay	EKA	Eureka Inner Reach	Boardwalk	US EKA IR 14	EKA IR 14	40° 48' 21.2"	124° 10' 08.0"	40° 48.353'	124° 10.133'
Humboldt Bay	EKA	Eureka Inner Reach	F St.Loading Dock	US EKA IR 16	EKA IR 16	40° 48' 22.1"	124° 10' 01.3"	40° 48.368'	124° 10.022'
Humboldt Bay	EKA	Eureka Inner Reach	Caito Dock	US EKA IR 18	EKA IR 18	40° 48' 22.4"	124° 09' 48.0"	40° 48.373'	124° 09.800'
Humboldt Bay	EKA	Eureka Inner Reach	J st. Dock	US EKA IR 20	EKA IR 20	40° 48' 22.7"	124° 09' 45.3"	40° 48.378'	124° 09.755'
Humboldt Bay	EKA	Eureka Inner Reach	Old Caito Dock (K St.)	US EKA IR 22	EKA IR 22	40° 48' 22.6"	124° 09' 42.2"	40° 48.377'	124° 09.703'
Humboldt Bay	EKA	Eureka Inner Reach	Adorni Dock	US EKA IR 24	EKA IR 24	40° 48' 22.8"	124° 09' 40.5"	40° 48.380'	124° 09.675'
Humboldt Bay	EKA	Eureka Inner Reach	Bonnie Gool Guest Dock	US EKA IR 26	EKA IR 26	40° 48' 24.6"	124° 09' 33.7"	40° 48.410'	124° 09.562'
Humboldt Bay	EKA	Eureka Inner Reach	HSU Crew Dock	US EKA IR 28	EKA IR 28	40° 48' 29.2"	124° 09' 20.6"	40° 48.487'	124° 09.343'
Humboldt Bay	EKA	Eureka Inner Reach	Samoa Bridge Boat Ramp	US EKA IR 30-A	EKA IR 30-A	40° 48' 30.0"	124° 09' 16.0"	40° 48.500'	124° 09.267'
Humboldt Bay	EKA	Eureka Outer Reach	Dock B	US EKA OR 2	EKA OR 2	40° 48' 05.0"	124° 10' 58.4"	40° 48.083'	124° 10.973'
Humboldt Bay	EKA	North Bay Channel	Samoa Boat Ramp	US EKA NBC 3-A	EKA NBC 3-A	40° 46' 19.0"	124° 12' 45.0"	40° 46.317'	124° 12.750'
Humboldt Bay	EKA	North Bay Channel	Chevron Dock	US EKA NBC 4	EKA NBC 4	40° 46' 41.2"	124° 11' 46.6"	40° 46.687'	124° 11.777'
Humboldt Bay	EKA	North Bay Channel	Eureka Airport	US EKA NBC 5	EKA NBC 5	40° 46' 46.0"	124° 12' 31.0"	40° 46.767'	124° 12.517'
Humboldt Bay	EKA	North Bay Channel	Del Norte St. Pier	US EKA NBC 6	EKA NBC 6	40° 47' 26.8"	124° 11' 20.9"	40° 47.447'	124° 11.348'
Humboldt Bay	EKA	North Bay Channel	Fairhaven Terminal	US EKA NBC 7	EKA NBC 7	40° 47' 18.5"	124° 11' 41.0"	40° 47.308'	124° 11.683'
Humboldt Bay	EKA	North Bay Channel	Preston Properties	US EKA NBC 8	EKA NBC 8	40° 47' 34.4"	124° 11' 16.4"	40° 47.573'	124° 11.273'
Humboldt Bay	EKA	North Bay Channel	Kuiper Dock 1	US EKA NBC 9	EKA NBC 9	40° 47' 38.0"	124° 11' 33.0"	40° 47.633'	124° 11.550'
Humboldt Bay	EKA	North Bay Channel	Eureka Forest Products	US EKA NBC 10	EKA NBC 10	40° 47' 41.2"	124° 11' 16.0"	40° 47.687'	124° 11.267'

APPENDIX VIII DOCK ADDRESS SYSTEM- (Continued)

Humboldt Bay Berth Codes

Port Area	UNLOC	Channel	Commonly Known as	AIS Destination Code (with Dock Identifier)	AIS Destination Code (USCG Minimum Required)	Degrees, Minutes & Seconds N Latitude	Degrees, Minutes & Seconds W Longitude	Degrees, Decimal Minutes N Latitude	Degrees, Decimal Minutes W Longitude
Humboldt Bay	EKA	North Bay Channel	Zerlang Dock/Boat Yard	US EKA NBC 11	EKA NBC 11	40° 47' 44.4"	124° 11' 34.0"	40° 47.740'	124° 11.567'
Humboldt Bay	EKA	North Bay Channel	Unocal Dock	US EKA NBC 12	EKA NBC 12	40° 47' 46.0"	124° 11' 14.0"	40° 47.767'	124° 11.233'
Humboldt Bay	EKA	North Bay Channel	Unocal Dock Ramp	US EKA NBC 12-A	EKA NBC 12-A	40° 47' 46.1"	124° 11' 09.5"	40° 47.767'	124° 11.158'
Humboldt Bay	EKA	North Bay Channel	Kuiper Dock 2	US EKA NBC 13	EKA NBC 13	40° 47' 52.0"	124° 11' 32.4"	40° 47.867'	124° 11.540'
Humboldt Bay	EKA	North Bay Channel	Schneider Dock	US EKA NBC 14	EKA NBC 14	40° 47' 50.5"	124° 11' 12.0"	40° 47.842'	124° 11.200'
Humboldt Bay	EKA	North Bay Channel	Schneider Ramp	US EKA NBC 14-A	EKA NBC 14-A	40° 47' 51.5"	124° 11' 0'7.6"	40° 47.859'	124° 11.128'
Humboldt Bay	EKA	King Salmon Channel	Gills	US EKA KSC 1	EKA KSC 1	40° 44' 11.4"	124° 13' 11.5"	40° 44.190'	124° 13.192'
Humboldt Bay	EKA	King Salmon Channel	EZ Landing	US EKA KSC 3	EKA KSC 3	40° 44' 12.0"	124° 13' 05.0"	40° 44.200'	124° 13.083'
Humboldt Bay	EKA	King Salmon Channel	Johnny's Marina	US EKA KSC 5	EKA KSC 5	40° 44' 14.3"	124° 13' 02.3"	40° 44.238'	124° 13.038'
Humboldt Bay	EKA	Fields Landing Channel	Humboldt Bay Forest Products	US EKA FLC 2	EKA FLC 2	40° 43' 57.6"	124° 13' 09.3"	40° 43.960'	124° 13.155'
Humboldt Bay	EKA	Fields Landing Channel	Woody's Other Dock	US EKA FLC 4	EKA FLC 4	40° 43' 46.1"	124° 13' 11.0"	40° 43.768'	124° 13.183'
Humboldt Bay	EKA	Fields Landing Channel	South Bay Marina	US EKA FLC 6	EKA FLC 6	40° 43' 41.5"	124° 13' 13.7"	40° 43.692'	124° 13.228'
Humboldt Bay	EKA	Fields Landing Channel	Eureka Fisheries	US EKA FLC 8	EKA FLC 8	40° 43' 39.0"	124° 13' 15.5"	40° 43.650'	124° 13.258'
Humboldt Bay	EKA	Fields Landing Channel	County Boat Ramp	US EKA FLC 10-A	EKA FLC 10-A	40° 43' 34.0"	124° 13' 16.0"	40° 43.567'	124° 13.267'
Humboldt Bay	EKA	Fields Landing Channel	Fields Landing Boat Yard	US EKA FLC 12	EKA FLC 12	40° 43' 26.0"	124° 13' 22.8"	40° 43.433'	124° 13.380'
Humboldt Bay	EKA	Fields Landing Channel	Fields Landing Terminal	US EKA FLC 14	EKA FLC 14	40° 43' 24.4"	124° 13' 24.2"	40° 43.407'	124° 13.403'
Humboldt Bay	EKA	Hookton Channel	Hookton Slough Boat Dock	US EKA HC 2	EKA HC 2	40° 40' 38.6"	124° 13' 18.4"	40° 40.643'	124° 13.307'

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APPENDIX

IX TASKS

TASKS FOR 2022/2023

Develop a new boundary map for the Humboldt Bay HSC to include latitude and longitudinal coordinates

- **Work with USACOE to initiate feasibility study for shoaling prevention for the Bar and Entrance channels**

- **Review anchorage ordinance for potential increase in vessel traffic due to proposed offshore wind energy project and additional potential for construction of new heavy lift, multipurpose terminal**

- **Review tug capability requirements associated with the potential increase in vessel traffic due to proposed offshore wind energy project and additional potential for construction of new heavy lift, multipurpose terminal**
- **Review possible need for Vessel Traffic Service due to proposed offshore wind energy project and additional potential for construction of new heavy lift, multipurpose terminal**

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- **Complex revision of Harbor Safety Plan with input and participation from members of the Committee**

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ONGOING ISSUES SUPPORTED BY THE HARBOR SAFETY COMMITTEE OF THE HUMBOLDT BAY AREA

- **Continue support for PORTS® real time oceanographic program for Humboldt Bay through partnership with Cal Poly Humboldt and Chevron**
- **Continuing support of education for boater safety (USCG Auxiliary, EXPO, PSA's, etc.)**
- **Continually monitor maintenance dredging and charting**
- **Updating of safety brochures and distribute information as it becomes available**
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COMPLETED TASKS

Item - Description	Year Completed
Best Maritime Practices for Barges and Ships – Tsunamis	**2017**
(revised)	
Best Maritime Practices for Small Craft – Tsunamis	**2017**
(revised)	
Pilotage – U.S. Coast Guard Captain of the Port shall notify the	**2013**
Port Authority and the Humboldt Bay Bar Pilots altering movement of any vessel arriving or departing Humboldt Bay. **Aids to Navigation -** Letter of support to Scripps Institution of	
Oceanography Coastal Data Information Program Waveriders	**2012**
Aids to Navigation – Humboldt Bay Bar/Entrance Camera	**2011**
Best Maritime Practices for Small Boat Activities	**2010**
Monitoring the Improved Channels - OSPR sent a letter to U.S. Army Corps of Engineers to perform items "a-d" as part of a program to determine and portray accurate depths for Humboldt Bay.	**2009**
Aids to Navigation - Hazardous wave forecasting model now in use. **Monitoring the Improved Channels –** OSPR sent a letter to the California Transportation Commission to fund the local share of the Long Term Sediment Management program through proposition 1B funds **Vessel Routing and Traffic Patterns** – Implementation of AIS for northern California Coast **Vessel Anchorage** – In cooperation with the Area Contingency Plan Committee, Pre-identify information necessary for responding to requests for Places of Refuge	**2008**

Vessel Pilotage – Humboldt Bay navigation simulation update	**2008**
Vessel Pilotage – Humboldt Bay maximum vessel simulation and analysis	**2008**
Aids to Navigation – Dock Address System completed	**2007**
Aids to Navigation – Chart naming conventions standardized	**2007**
Aids to Navigation – Hookton Channel Light 1 replaced with Hookton Channel Lighted Buoy 1	**2007**
Aids to Navigation - NOAA Tide and Current Survey for Humboldt Bay completed. New tide information reflected in 2006 tide books and charts.	**2004**
Vessel Anchorage - Anchoring ordinance establishing rules and regulations regarding anchoring inside Humboldt Bay	**2004**
Vessel Routing and Traffic Patterns - Harbor Safety Brochure information on general vessel/navigation rules of the road	**2003**
Aids to Navigation - Lighted ranges now lit for a longer period of time.	**2002**