



COMMUNICATION PLAN SAN DIEGO SHIPYARD SEDIMENT SITE – SOUTH SHIPYARD

Prepared for

San Diego Bay Environmental Restoration Fund – South

Prepared by

Anchor QEA, L.P.

27201 Puerta Real, Suite 350

Mission Viejo, California 92691

September 2013

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1 INTRODUCTION

1.1 Purpose

This Communication Plan (Plan) was prepared by Anchor QEA, L.P., on behalf of the San Diego Bay Environmental Restoration Fund – South (South Trust) and has been reviewed and adopted by the Contractor to maintain Cleanup and Abatement Order (CAO) schedules. This Plan satisfies the conditions of CAO No. R9-2012-0024 (Water Board 2012a) and Mitigation Measure 4.3.5 of the Mitigation Monitoring and Reporting Program (MMRP; Water Board 2012b) for the South Shipyard portion of the San Diego Shipyard Sediment Site (Site). The Contractor shall ensure that the Plan and operational guidelines are developed between the San Diego Unified Port District (Port) and/or the Harbor Master and all vessel operators prior to the initiation of in-water work.

Specifically, this Plan addresses operational guidelines for the Contractor's vessel operators at the Site to ensure the safe movement of project vessels from the dredging area to the offloading location. The Contractor will be responsible for implementation of the Plan. This Plan will be provided to the Regional Water Quality Control Board (Water Board) for verification during construction. An updated copy of the Plan will be kept on site at all times throughout construction.

1.2 Project Background

Discharges of metals and other pollutant wastes to San Diego Bay over the years have resulted in the accumulation of pollutants in marine sediments along the eastern shore of central San Diego Bay in San Diego, California. This accumulation resulted in conditions identified by the Water Board as adversely impacting beneficial uses (aquatic life, aquatic-dependent wildlife, and human health).

The Water Board identified the affected areas as including waters adjacent to two adjoining, active shipyard facilities in San Diego Bay—the North Shipyard and the South Shipyard, together termed the Site. In March 2012, the Water Board issued CAO No. R9-2012-0024 for the remediation of marine sediments containing elevated chemical concentrations at the Site.

An upland SMA is available for dredged material and debris offloading, dewatering, sediment management, haul truck loading, water management, and other staging activities. A portion of U.S. Department of the Navy (USN) property, commonly referred to as the S-Lane Parcel, is the available SMA for the South Shipyard. The USN is the land owner of the SMA that has been leased to General Dynamics National Steel and Shipbuilding Company (NASSCO). The South Trust has finalized an access arrangement for use of the property during construction operations.

1.3 Project Personnel

Prior to the start of construction operations at the Site, the Contractor shall verify that all vessel operators are familiar with the requirements of this Plan and the San Diego Harbor Safety Plan (Harbor Committee 2011) as well as ensure operators are properly licensed to operate vessels at the Port.

2 SAN DIEGO BAY VESSEL OPERATIONS

2.1 Typical San Diego Bay Traffic

Marine traffic at San Diego Bay consists of U.S. Naval vessels of all sizes, cargo ships, cruise ships, research ships, tugboats, excursion vessels, commercial fishing and sport fishing vessels, barges, mega yachts, and all classes of recreation boats.

Security zones, restricted areas, and physical barriers to prohibit unauthorized entry into the Port's U.S. Naval and military facilities have been established within Port waters.

2.2 San Diego Bay Inland Navigation Rules

Contractor vessel operations shall comply with the regulations established in the Inland Navigational Rules (33 Code of Federal Regulations [CFR] 80.01 and 33 CFR 80.1106). Specifically, Contractor vessel operations shall comply with U.S. Coast Guard (USCG) Inland Navigation Rules, Rule 9(b), which states:

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

2.3 Guidelines for Safe Operation of Small Crafts

The Contractor's vessel operators shall ensure safe operation of small craft within the Port by adhering to the following guidelines issued by the San Diego Harbor Safety Committee:

- Do not approach within 100 yards of a U.S. Naval vessel. Operate at a minimum speed within 500 yards of a U.S. Naval vessel.
- Know and comply with Rule 9.
- Pass tugboats and large vessels at a safe distance.
- Ensure critical systems and equipment aboard the vessel are functioning.
- Know the vessel's position.
- Monitor VHF Channel 16 at all times while underway.
- Understand VHF Radio use.
- Listen for USCG Information Broadcasts.

- Know that commercial vessels also monitor Channel 13.
- Know that naval vessels also monitor Channel 12.
- Wear personal flotation devices (PFDs) or have them readily accessible.
- Know how to identify USCG and other law enforcement vessels.
- Know the danger signal, including use of air horns, as needed.
- Be aware of potential damage and injury caused by the vessel's wake.
- Read the USCG's Notice to Mariners.
- Know the local aids to navigation and the local hazards to navigation.
- Know what to do to be safe in the fog and at night.

2.4 Safe Vessel Speed

In general, the areas of San Diego Bay not regulated by a speed zone are to be navigated at a safe and prudent speed with regard to Inland Navigation Rule 6, which states:

Every vessel shall at all times proceed at a safe speed so that she can take proper and effective action to avoid collision and be stopped within a distance appropriate to the prevailing circumstances and conditions.

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

(a) By all vessels:

(i) The state of visibility;

(ii) The traffic density including concentrations of fishing vessels or any other vessels;

(iii) The manageability of the vessel with special reference to stopping distance and turning ability in the prevailing conditions;

(iv) At night, the presence of background light such as from shore lights or from back scatter from her own lights;

(v) The state of wind, sea and current, and the proximity of navigational hazards;

(vi) The draft in relation to the available depth of water.

- (b) Additionally, by vessels with operational radar:*
- (i) The characteristics, efficiency and limitations of the radar equipment;*
 - (ii) Any constraints imposed by the radar range scale in use;*
 - (iii) The effect on radar detection of the sea state, weather and other sources of interference;*
 - (iv) The possibility that small vessels, ice and other floating objects may not be detected by radar at an adequate range;*
 - (v) The number, location and movement of vessels detected by radar;*
 - (vi) The more exact assessment of the visibility that may be possible when radar is used to determine the range of vessels or other objects in the vicinity.*

Areas of the site within the buoys shall be governed by a 5 mph speed limit.

2.5 Limited Access Areas

The Contractor shall notify NASSCO at (619) 544-8401 prior to bringing any vessels into the shipyard to allow NASSCO to monitor vessel traffic and notify the USN.

The Inland Navigational Rules (33 CFR 80.01) established Naval Vessel Protection Zones defined as 500-yard regulated area of water surrounding U.S. naval vessels greater than 100 feet in length whether the vessel is underway, anchored, moored, or within a floating dry dock. When operating within these zones, all vessels shall operate at the minimum speed necessary to maintain a safe course. When within a naval vessel protection zone, no vessel or person is allowed within 100 yards of a U.S. naval vessel. To request authorization to operate within 100 yards of a large U.S. naval vessel, contact the USCG, the Senior Naval Officer present in command, or the official patrol on VHF-FM Channel 16.

2.6 Communications

The Contractor's vessels shall be equipped with functioning VHF radio units. Table 1 outlines the authorized and prevailing use of the VHF Marine Radio Channels with San Diego Bay.

Table 1
Authorized and Prevailing Use of VHF Marine Radio Channels

Channel	Authorized Use	Customary Users
16	Distress, safety, and calling	All VHF-equipped vessels
09	Calling	Commercial and non-commercial vessels
06	Inter-ship safety	
12	Port operations	High usage by U.S. Navy for ship-to-ship and ship-to-shore communication "Control 1"
13	Navigational, bridge-to-bridge	
22	USCG liaison	
77, 67	Port operations	Pilots/tugboats
19a	Commercial	Foss Maritime (Pactow Tugboats)
80	International	Sportfishing boats
73, 80, 05a	Port operations, commercial	Harbor excursion vessels
14	Commercial, Port operations	U.S. Naval submarines
10	Commercial	Harbor Tugboat and Barge R.E. State Engineering Crowley Marine Services
73	Port operations	U.S. Navy fleet training group vessels
11	Commercial	Pacific Tugboat Service
7a	Commercial	NASSCO
68, 69, 71, 78	Non-commercial (ship-to-ship or ship-to-shore)	Working channels for recreational vessels
28, 86	Public correspondence	San Diego marine radio telephone operator

The Contractor shall follow proper protocol when using VHF marine radio units to communicate at the Site. Additionally, air horns may be used as necessary to warn other San Diego Bay vessel traffic of the Contractor's vessel location.

3 ENVIRONMENTAL PROTECTION

3.1 Green Sea Turtles and Marine Mammals

Prior to the start of in-water operations at the Site, the South Trust's marine biologist will train the Contractor's vessel operators on the safe and appropriate operation of marine vessels to minimize potential harm to green sea turtles or other marine mammals. The Contractor's vessel operators shall conduct work in a manner that does not injure or harass green sea turtles or other marine mammals at any time during construction operations.

In-water construction operations must be temporarily stopped when a green sea turtle or other marine mammal is observed within 330 feet (100 meters) of the construction zone. In-water operations shall remain suspended until all green seas turtles and/or marine mammals are at least 330 feet (100 meters) outside of the construction zone and have exited the area of their own volition. Green sea turtles and/or marine mammals must not be forced or harassed in order to clear them from the construction zone. To ensure worker safety, the Contractor is allowed reasonable time to shut down equipment and secure vessels following observation of a green sea turtle or marine mammal within 330 feet (100 meters) of the construction zone.

4 REFERENCES

Water Board (San Diego Regional Water Quality Control Board), 2012a. Cleanup and Abatement Order R9-2012-0024 for the Shipyard Sediment Site. March 14, 2012.

Water Board, 2012b. *Technical Report for Cleanup and Abatement Order No. R9-2012-0024 for the Shipyard Sediment Site*. March 14, 2012.

Harbor Committee, 2011. *Sand Diego Harbor Safety Plan*. May 2011.