

JUL 15 2001  
#9

**CITY OF SANTA BARBARA  
WATERFRONT DEPARTMENT  
MEMORANDUM**

**Date:** June 25, 2001  
**To:** Mick Kronman, Harbor Operations Manager  
**From:** Mike Hatton, Harbor Patrol Supervisor  
**Subject:** People in the water reports.

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Attached are log entries and case reports on incidents of people in water of the harbor.

- Case # 90-167: John Perry tripped and fell in. The Harbor Patrol discovered John after he had been floating for 15 minutes. He was not able to pull himself out of the water before the patrol arrived.
- Case # 90-1116: The body of Tom McWilliams was found floating by slip 3-A-23. Tom lived on his boat and has a long history, (15 years) of having grand maul seizures and falling down. We had sent Tom off in an ambulance on a number of occasions.
- Case # 98-247: A body later identified as Kevin May was found floating by G finger in marina one. Kevin had been thrown out of Brophy Bros. At 2350 hours the night before for creating a disturbance while intoxicated. The Harbor Patrol escorted him to the marina one gate at midnight. He was discovered in a condition that indicated he had been urinating when he fell in.
- Case # 99-362: Joseph Milligan was seen swimming in the harbor and pulling himself up out of the water at slip 2-C-39. He claimed to have fallen off of his boat.
- Case #99-811: Craig Duff fell in the water in marina one. He had climbed out by himself but was hospitalized for DTs (alcohol) and hypothermia.
- Case #00311: Casey and Clifford Zander were found in the water near the dry dock. They had pushed and pulled each other in were able to get out with assistance.

There was one other incident that I personally recall hearing of where a Work Inc. employee had fallen off the docks while pushing his trash collection cart. He was discovered by Danny Castagnola and then helped out of the water. Now all Work Inc. employees wear PFDs while on the docks.

**ATTACHMENT #1**

JUL 15 2010  
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SANTA BARBARA HARBOR PATROL

DATE OF REPORT: April 3, 1990

HARBOR CASE NO.: 90-167

DATE AND TIME OCCURRED: 4/2/90 1340hrs.

CLASSIFICATION: MEDICAL EMERGENCY

LOCATION: CM#1 G FINGER

REPORTING PERSON: R.M.DEFRESSINE SBHP #2399

VICTIMS: JOHN PERRY, VSL SEA DOG, 6 HARBOR WAY, SANTA BARBARA CA.  
93109 965-9747

NARRATIVE: ON THE ABOVE DATE AND TIME, CREWMAN RYAN BALLANCE AND I WERE ON PATROL BOAT #1 CONDUCTING SLIP CHECK ON THE SOUTH SIDE OF CM#1. AS WE PASSED G FINGER I SAW WHAT APPEARED TO BE SOMEONE IN THE WATER BETWEEN G AND E FINGERS. I TURNED THE BOAT DOWN THIS FAIRWAY TO INVESTIGATE. AS WE APPROACHED THE SCENE WE COULD SEE THAT IT WAS A MAN SWIMMING ON HIS BACK WITH CLOTHES ON. AS I MANUEVERED PB#1 CLOSER, BALLANCE AND I BOTH TRIED TO MAKE CONTACT WITH THE INDIVIDUAL, BUT WERE BOTH UNSUCCESSFULL. THE MANS HEAD WAS PARTIALLY SUBMERGED FACE UP. WE WAVED OUR ARMS AND YELLED OUT AT THE MAN AND FINALLY GOT HIS ATTENTION. I REPEATEDLY ASKED HIM IF HE WAS OK AND WHAT HE WAS DOING IN THE WATER, BUT HE DID NOT ANSWER ME. I THEN DIRECTED BALLANCE TO THE DOCK TO HELP THE MAN OUT OF THE WATER WHILE I MOORED PB#1 TO THE HEADWALK. BALLANCE WAS ABLE TO PULL THE MAN FROM THE HARBOR WATER WITH THE HELP OF TWO PASSERSBY. I THEN RADIOED THE HARBORMASTERS OFFICE AND REQUESTED THAT OFC. McCULLOUGH, WHO IS AN E.M.T. RESPOND TO OUR LOCATION TO ASSIST. AS THE MAN WAS RESTING ON THE DOCK HE TOLD US HIS NAME WAS JOHN PERRY AND THAT HE HAD FALLEN INTO THE WATER AFTER TRIPPING ON HIS MOORING LINE IN SLIP 1-G-15. Mr. PERRY STATED THAT HE WAS IN THE WATER FOR ABOUT 15 MINS AND COULD NOT PULL HIMSELF OUT.

OFC. McCULLOUGH ARRIVED ON SCENE IN ABOUT A MINUTE AFTER MY INITIAL RADIO CALL AND BEGAN TO ASSESS THE MANS CONDITION. McCULLOUGH SOON DETERMINED THAT FURTHER MEDICAL ATTENTION WAS NECESSARY AND REQUESTED THAT PARAMEDICS BE DISPATCHED TO OUR LOCATION. AT APPROX 1350, CITY AND COUNTY MEDICS ARRIVED AND WERE TRANSPORTED TO THE SCENE ABOARD PB#3, PILOTED BY OFC. M.D.HATTON. THE MEDICS EXAMINED Mr. PERRY AND DETERMINED THAT THERE WAS A POSSIBILITY THAT HE HAD SOME WATER IN HIS LUNGS AND THAT FURTHER

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TREATMENT AT THE HOSPITAL WAS WARRANTED. PERRY WAS TRANSPORTED VIA PB#3 TO THE AWAITING AMBULANCE AND TAKEN TO COTTAGE HOSPITAL. BALLANCE AND I THEN CONTINUED ON SLIP CHECK.

I (swear) (certify) or (declare) under penalty of perjury that the information contained in this report, consisting of 2 page(s), is true and correct except as to those matters therein stated on information and belief, and as to those matters I believe them to be true.

Report Written By: RM DEPRESSIAE  
Date & time: 4-3-90 1000  
Report Reviewed By: J. HAZARD  
Date & Time: 4-3-90 1100  
Copies To: \_\_\_\_\_

Signature: RM DePressiae #2399

Date: 4/3/90

JUL 15 2000  
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Date: December 28, 1996  
Day of Week: Saturday  
Shift: 0800-1600 hrs.

TIME	LOG REMARKS
1015	SECURITY/BOAT PATROL: Nufer and Martinez on PB#1 to marina #1.
1025	MEDICAL/BODY RECOVERY: Harbor Patrol received a report on the VHF radio of a body floating in the water at slip 3-A-23. Nufer and crew Martinez responded on PB#1 from the main channel off 1-H-ET. Found Tom McWilliams face down floating in the water in the channel between slips 3-A-25 and 3-A-27. Unable to lift McWilliams onto PB#1. P.D. Dispatch requested Harbor Patrol to stage on PB#3 at the accom. dock for them to respond. 1035 Nufer requested Browning on PB#3 to respond for transport of Tom McWilliams to the accommodation dock. Request Medics to meet at the accommodation dock. Case#96-1116.
1045	LAW ENFORCEMENT/AGENCY ASSIST: P.D. arrived at the accommodation dock for CSI.
1050	MEDICAL/BODY RECOVERY: PB#3 at the accommodation dock with McWilliams.
1054	MEDICAL/BODY RECOVERY: Fire and Medics arrived at the accommodation dock.
1100	ADMINISTRATION/INFORMATION: Hazard and Hatton notified.
1107	LAW ENFORCEMENT/AGENCY ASSIST: Browning with P.D. CSI to the scene at marina #3.
1117	MEDICAL/BODY RECOVERY: Medics transported McWilliams.
1125	LAW ENFORCEMENT/AGENCY ASSIST: P.D. CSI back to the accommodation dock.
1245	MARINE ACTIVITY/SLIP CHECK: Browning and Martinez on PB#3 to check all visitor slips. 1400
1340	SECURITY/MOTOR PATROL: Nufer in 1760 to Harbor lots, launch ramp and the base of Stearns Wharf. Chalked five vehicles parked in the yellow zone in Harbor Way. 1410
1425	LAW ENFORCEMENT/PARKING CONTROL: Nufer to Harbor way. One cite to a vehicle parked in the yellow loading zone in Harbor way. One cite to a vehicle parked on the travel hoist pier.

JUL 15 2000  
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Date: April 15, 1998  
Day of Week: Wednesday  
Shift: 0000-0800

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<u>TIME</u>	<u>LOG REMARKS</u>
0115	LAW ENFORCEMENT/PARKING CONTROL: Brandenburg and Stetson in 1760 charted the launch ramp. No cites issued.
0220	SECURITY/FOOT PATROL: Brandenburg to Harbor Way and Boat Yard.
0315	SECURITY/MOTOR PATROL: Stetson in 1760 to the marina lots and Stearns Wharf. UTL [REDACTED] Ford Probe in the lot.
0330	MARINE ACTIVITY/WEATHER: Wx to NOAA
0335	LAW ENFORCEMENT/PARKING CONTROL: Stetson in 1760 posted a no parking warning on a blue Ford Ranger, [REDACTED], parked in the Harbor West lot the last couple of mornings. Area posted no parking 3-5 am.
0500	SECURITY/MOTOR PATROL: Brandenburg in 1760 to harbor lots and wharf.
0630	MARINE ACTIVITY/WX TO NOAA
0645	SECURITY/MOTOR PATROL: Stetson in 1760 to harbor lots. Secured alarm for WF office.
0745	MEDICAL/BODY RECOVERY; Brandenburg and Stetson on foot and Burleigh on PB#3 to 1-G-21 on report from John Perry of a body in the water. Found WMA between 1-G-21&23 hung up on telephone cable with head down and unresponsive. PD notified for 1144. Wallet found on board the vessel MOONSPINNER and appears to belong to the victim. PD Ofc. Wojonoski responded for report. PD case#98-7814. HP Case#98-247.
0800	ADMINISTRATION/ON DUTY: Engebretson, Burleigh and Broumand on duty. Brandenburg and Stetson remain on duty for found body.

SENIOR WATCH OFFICER:

REVIEWED:

JUL 15 2000  
#9

Date: April 14, 1998  
Day of Week: Tuesday  
Shift: 1600-0000

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TIME	LOG REMARKS
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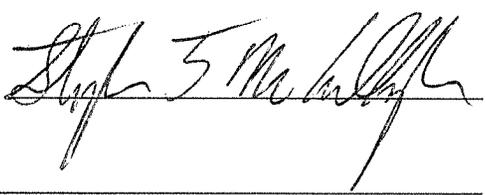
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2340 SECURITY/FOOT PATROL: Nufer to marina 1. 2355

2350 LAW ENFORCEMENT/415 DISTURBANCE: The Brophy Brothers manager, Paul Foster, came to the HP office and requested assistance with a subject refusing to leave the restaraunt. Foster said the subject knocked over a chair when he was asked to leave. McCullough and Brandenburg responded. Found Kevin May in Harbor Way at the bottom of the Brophy Brothers steps. May was asked if we could assist him in calling a cab. He said no, he is staying on an urchin boat on J finger. He said he was out at sea all day and was upset because a family member had cancer and his girlfriend was mad at him. He stated he left his key card on the boat and requested HP let him in the gate. McCullough walked with May to the gate and opened it. 2400

2400 ADMINISTRATION/WATCH RELIEVED: McCullough and Nufer relieved by Brandenburg and Stetson.

SENIOR WATCH OFFICER: 

REVIEWED: \_\_\_\_\_

JUL 15 2010  
#9

**Date:** June 16 1999  
**Day of Week:** Wednesday  
**Shift:** 0800-1600

**TIME LOG REMARKS**

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- 1230 MARINE ACTIVITY/WEATHER TO NOAA.
- 1345 MARINA OPERATIONS/SLIP CHECK: Burleigh on PB#1 to all marinas. 1545
- 1400 MARINE ACTIVITY/BIRD RESCUE: Martinez, Lowe and Echevarria captured removed a uninjured seagull from the engine compartment of PB#2. W/R
- 1430 MARINE ACTIVITY/POLLUTION: Martinez on foot to the dumpster triangle to take photos of boat cleaning chemicals that were found in the Maintenance dumpster. See case #99-361.
- 1437 MARINE ACTIVITY/PERSON IN THE WATER: While on boat patrol I observed a subject swimming in the harbor between marina #2 B & C finger. Observed a subject climb out of the water at slip 2-C-39. Contacted Joseph Milligan from the S/V Makaira who stated that he fell off his boat. No injuries or damage. Case#99-362. 1445
- 1445 MARINE ACTIVITY/MARINE MAMMAL: Burleigh on PB#1 to the Sea Landing on a report of a dead seal behind the dock. Transported off-shore.
- 1510 LAW ENFORCEMENT/OPEN CONTAINER: Martinez on foot to Harbor Way, contacted two subjects drinking Budweiser tall cans of beer on a rental surrey. Martinez poured out beers and warned subjects.
- 1530 MARINE ACTIVITY/WEATHER TO NOAA.
- 1600 ADMINISTRATION/WATCH RELIEVED: By McCullough and Nufer.

**Lead Duty Officer:** \_\_\_\_\_

**Reviewed By:** \_\_\_\_\_



JUL 15 2010  
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**Date:** December 28, 1999  
**Day of Week:** Tuesday  
**Shift:** 1600-2400

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**WATCH LOG**  
**CITY OF SANTA BARBARA**  
**HARBOR PATROL**

**Lead Duty Officer:** Broumand  
**Duty Officer:** Browning

**WEATHER OBSERVATIONS**

**Weather:** clear  
**Visibility:** 10 miles  
**Wind Direction:** west  
**Wind Speed:** 6 knots  
**Air Temp:** 66°  
**Barometer:** 30.14  
**Humidity:** 55%  
**Sea:** light  
**Surf:** 1-2'  
**Tides:** HIGH 1:57pm 4.1' LOW 8:50pm 0.5'  
**Water Temp:** 55°

**Equipment & Aids to Navigation Discrepancies:** None

**Coastal Weather & Warnings:** SCA - Outer Waters

**Special Orders, Notices & Conditions:** City Pier: F/V's City Float: maint skiff

**TIME LOG REMARKS**

1600 ADMINISTRATION/WATCH RELIEVED: Stetson and Engebretson by Broumand and Browning. Briefed, logs and memos read.

1645 MARINE ACTIVITY/PERSON IN THE WATER: Broumand responded in PB#1 on a report that Craig Duff (1-J-19) fell in the water. The reporting party stated that he was apparently inebriated and was now out of the water. Browning responded in PB#2 with hot packs and blankets. PD Officer Gillingham responded to assist. AMR paramedic Gary Mills arrived from the MHAT and evaluated Duff. Transported to Cottage for DTs and hypothermia. Duff's friend Richard Paluch off the S/V *Goldilocks* came up at 1955 to inquire after Duff. He was advised of the incident and directed to Cottage Hospital. Case #99-811. 1820

JUL 15 2000  
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Date: **June 16, 2000**  
Day of Week: Friday  
Shift: 1600-2400

**TIME LOG REMARKS**

- 1640 LAW ENFORCEMENT/SUSPICIOUS CIRCS: Dave Myerson relayed a message that the operator at City Hall received a call concerning Stearns Wharf. Browning spoke to Minnie Granger. Granger received a call from a woman who refused to give her name. The woman said that she was concerned about unsupervised children fishing on the wharf. She then said that she was feeling suicidal and could drive her car off the wharf and hung up.
- 1740 SECURITY/MOTOR PATROL: Browning in 1939 to all harbor lots. 1815
- 1810 LAW ENFORCEMENT/PARKING CONTROL: Browning cited CA Lic# 3SKT038 in Harbor Way for parking out the designated stalls. 1814
- 1810 SECURITY/FOOT PATROL: Broumand to Harbor Way. Stephen Goularte, 4-A-25, demonstrated that his 2-tone brown Westfalla van operates. Info to slip file. One warning to a WMA with an open bottle of beer below the HP office. 1820
- 1830 MARINE ACTIVITY/WEATHER TO NOAA.
- 1910 SECURITY/BOAT PATROL: Broumand on PB#1 to all marinas, anchorage and beaches. Contacted two kayakers regarding PFD and light regulations. 2015
- 1915 LAW ENFORCEMENT/URINATING IN PUBLIC: Browning saw an intoxicated WMA enter Marina 1. Browning watched him walk to the Dry Dock and begin urinating over the side. Broumand on PB#1 drove over and also observed the subject urinating. Broumand contacted Casey Lynn Zander, 7/20/78. Browning on PB#3 to back. Zander said that he lived on the dry-dock with his brother Clifford. Cited for urinating in public. Clifford East, 10-22-76, arrived and confirmed that his brother had permission to be on the dry-dock. Cite# 294613. Case# 00-310. 1945 (Info to Scott Reidman)
- 1955 MARINE ACTIVITY/PERSON IN THE WATER: Browning in the Patrol office saw a person in the water off the west side of the dry-dock office. Casey Zander was in the water and appeared to be struggling. Broumand on PB#1 and Browning on PB#3 to assist. Clifford said that he pushed his brother in the water. Clifford was unable to pull his brother onto the dry-dock. Clifford was pulled in trying to assist his brother, but was able to climb out. Casey was being uncooperative about getting out of the water. Browning ordered Casey to quit swimming around and get out of the water. A by-stander assisted Clifford in pulling Casey onto the dry-dock. Warned that any further contact with Casey would result in his being arrested for 647(f). Case 00-311. 2010
- 2030 SECURITY/FOOT PATROL/LAW ENFORCEMENT/PARKING CONTROL: Broumand to Harbor Way. Warned the driver of a vehicle parked on the north side of the Chandlery and [REDACTED] girlfriend for parking on the travel hoist pier. 2040

CITY OF SANTA BARBARA WATERFRONT DEPARTMENT

JUL 15 2008

#9

MEMORANDUM

**Date:** July 17, 2008  
**To:** Harbor Commission  
**From:** John N. Bridley, Waterfront Director  
**Subject:** Dock Ladders

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**RECOMMENDATION:**

That Harbor Commission receive and consider a staff report related to the establishment of dock ladders in Santa Barbara Harbor

**BACKGROUND:**

The issue of whether the Waterfront Department should deploy dock ladders to assist persons who fall into the harbor has been broadly discussed and keenly investigated since 2001. In August 2007, local boater John Hazelton, 61, was found dead, floating in Marina One. Following Hazelton's death, Harbor Commission asked staff to again consider the wisdom, cost and feasibility of establishing dock ladders throughout the Harbor. At the time, staff recommended against the idea, citing logistics, cost, liability, other means of exiting the water and the overall value of the dock ladders, considering nearly all persons who perish after falling in the harbor were reported to be under the influence of alcohol or drugs. The issue of dock ladders was again raised by the Commission at its June 2008 meeting. Staff has therefore revisited the matter. This report reflects its findings.

**DISCUSSION:**

In 2001, the Harbor Patrol Supervisor and Waterfront Facilities Manager researched the possibility of installing dock ladders in the marinas. It was determined at the time that few marinas employ the ladders, except for a handful of private marinas such as the Ventura Yacht Club. Furthermore, case reports of individuals who had fallen in the water in Santa Barbra Harbor during the five previous years indicated most were intoxicated (one had suffered a seizure). One case involved a Work Inc. employee who was not wearing a life jacket. All Work Inc. employees now wear life jackets. Three persons who fell in the water un-intoxicated pulled themselves out. The research also noted no specific codes requiring ladders at the harbor. Finally, the Harbor Patrol Supervisor noted that ladders would encourage individuals, especially children, to swim in the harbor, creating an attractive nuisance outweighing benefits of this equipment.

ATTACHMENT #2

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Following the death of Mr. Hazelton in August 2007, staff conducted a survey of other harbors regarding the use of dock ladders. This survey was conducted via an email list serve provided by the California Harbormasters and Port Captains Association (CAHMPC). Again, a vast majority of harbors indicated that they do not use the ladders, due to reasons related to placement, cost, need, efficiency, potential liability, etc. Only a couple of private marines indicated that they did employ this equipment. This research also indicated that over the past 20 years, seven individuals had fallen off the docks in Santa Barbara Harbor and died. All but one death were believed to be alcohol-related. The other victim, as noted above, was believed to have had a seizure.

### CONCLUSION:

Staff continues to believe that establishment of dock ladders throughout Santa Barbara Harbor is unnecessary for the following reasons:

1. **Lack of Demonstrated Need.** If not under the influence of drugs or alcohol, records indicate that individuals who fall in the water can haul themselves out, summon assistance or find a swim step or tie-up line from which to exit the water. If they are under the influence, ladders were of little benefit;
2. **Expense.** Four-step ladders that fold onto the dock until they are needed (see Attachment 1) would cost approximately \$35,000 including installation. This estimate is based on locating ladders at the ends and at mid-span of both sides of all dock fingers—a total of 170 ladders throughout the marinas. In light of the lack of demonstrated need, staff does not believe this to be a sound investment at this time.
3. **Difficult to locate--signage.** Without adequate signage, boaters will have difficulty locating ladders, especially at night, when it might be difficult to locate them at all.
4. **Attractive nuisance.** The availability of ladders would indicate to the unaware that swimming in the harbor is legal (it is not), especially for children, who might be the most vulnerable to harm in a boating environment. This could create more safety problems than it solves.

To summarize, staff believes the establishment of dock ladders is not warranted at this time. If field conditions or circumstances change, staff would gladly revisit this issue in the future.

Attachment: Up-N-Out Safety Ladder brochure

Prepared by: Mick Kronman, Harbor Operations Manager

# UP-N-OUT™

## Marina Safety Ladder

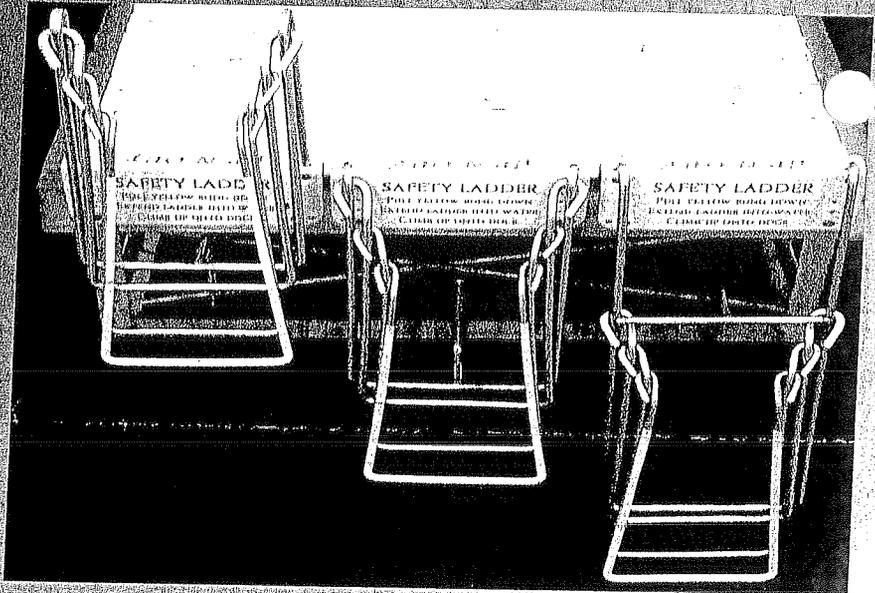
By Scandia Marine Products

The UP-N-OUT is the next generation in marina safety ladders that provide a safe, secure exit from the water for 'accidental' swimmers when deployed in areas around slips, gas docks and other dock areas.

Constructed of stainless steel for salt and freshwater use, the UP-N-OUT has been tested to 1000 lbs. Because of its unique design the ladder remains rigid when deployed and actually reaches out toward the user to make the first step easier to reach (see left photo), unlike the chain ladders of the past.

The ladder is stored out of the water in a collapsed position with the bottom step accessible from the water. Simply pull down on the bottom step and extend the ladder fully into the water. The ladders extend 30" to 40" into the water.

The UP-N-OUT is constructed of stainless steel components with superior RIE marine coated bolts. The top anchoring plate installs first with four self-tapping torque head bolts. The ladder steps install next through the top plate and the support braces and are secured with cotter pins for ease of installation while providing an anti-tampering fit. The anchoring plate powder-coated with a high visibility yellow Innotek polyarmor coating.



Three models are currently available to fit dock with freeboards (top of deck to water surface) of 12"-22", 22"-32" and 32"-42".

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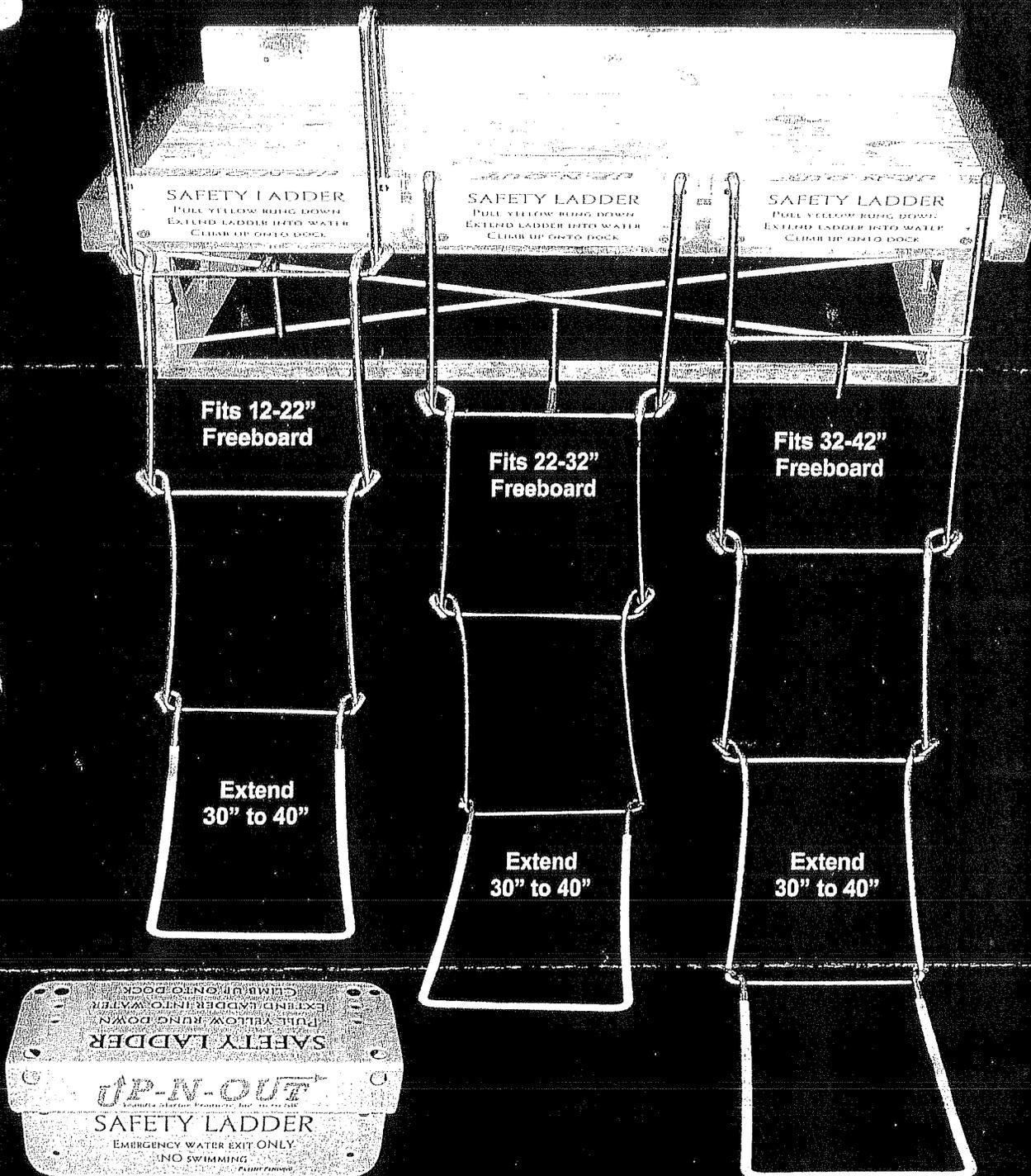


Represented by Scottco Marine  
2970 West Hayden Ave  
Hayden, ID 83835  
800-932-9414  
www.scottcomarine.com

ATTACHMENT #2

# UP-N-OUT™ Safety Ladder

designed as an emergency exit ladder for marinas and docks



Ladders deploy by simply pulling down on the yellow step and extending to full length. The first step is designed to reach out and away from the dock for easy access to first step. It does not kick under the dock like chain ladders of the past.

If necessary, the steps can be removed while leaving the dock plate attached. Custom versions available for tidal areas and fixed piers.