

**CITY OF SANTA BARBARA WATERFRONT
DEPARTMENT MEMORANDUM**

Date: May 21, 2015
To: Harbor Commission
From: Scott Riedman, Waterfront Director
Subject: Harbor Operations Report

SPRING CRUISE SHIP REPORT

May 19th marked the thirteenth and final cruise-ship visit of the spring season. Fourteen more are scheduled for fall. The visits continue to be successful, receiving strong support from the Santa Barbara Chamber of Commerce, Visit Santa Barbara and Downtown Santa Barbara.

SUMMARY: SPRING, 2015 CRUISE-SHIP VISITS

- Number of Visits: 13
- Number of passengers: 33,276
- MTD Cruise Ship Booster Shuttle Fees: \$56,030
- MTD Downtown/Waterfront Shuttle Fees: \$38,472
- Public Works Permit Fees: \$ 4,176
- Miscellaneous Fees*: \$ 5,500*

- **Estimated Net Revenue to Waterfront Department: \$131,932**

*Includes cruise industry association fees, Downtown Santa Barbara and Chamber of Commerce staff costs, volunteer uniforms, supplies, expenses and signage.

All cruise ship visits were accommodated without significant incident, with the exception of the *Crown Princess* visit on April 8th. Unexpectedly, the Coast Guard enforced a 500-yard security zone around the ship (100 yards was assumed the norm) as it departed local waters around 6:00 p.m. This coincided with the Yacht Club's traditional Wet Wednesday race and resulted in uncomfortable interactions between racers and Coast Guard patrol boats enforcing the security zone.

Subsequently, Waterfront staff initiated a dialog with Coast Guard representatives in Sector LA/Long Beach about cruise-ship security zones. Staff also convened two meetings (April 22nd and May 5th) with the Yacht Club, Princess Cruises, commercial fishermen and the Coast Guard, seeking a compromise that would accommodate the Coast Guard's Homeland Security mission and Wet Wednesday races.

In order to accommodate the security-zone rules, Princess Cruises agreed to move its customary anchor point southeast to a position 1.2 miles offshore (twice the distance from shore and 35 feet deeper than the traditional anchoring location) for the *Crown Princess* visit on April 22nd. This pilot effort failed for two reasons. First, the ship began

to drag anchor in windy weather and had to relocate to its standard anchoring position. Second, shore-boat arrivals and bus tours were significantly delayed.

Subsequently, the Coast Guard's Captain of the Port clarified the security-zone issue: The "traditional" 100-yard security zone is enforced when a ship is at anchor, but when it is *departing **and** under escort by the Coast Guard*, a 500-yard security zone is enforced.

With this clarification, the May 5th meeting resulted in the following understanding:

- The traditional anchor point (.6 miles offshore) will be used for all cruise ship visits;
- The 500-yard security zone will be enforced only when a ship is departing **and** under Coast Guard escort. If such circumstances occur on a Wednesday during daylight savings time ("Wet Wednesday Season"), the Coast Guard will notify Harbor Patrol and the Yacht Club in a timely fashion, so the cruise ship can be repositioned or race courses can be altered accordingly; and
- On Wednesdays when a cruise ship is departing to the south (i.e. Ensenada), and the Coast Guard is going to escort the ship, the captain will wait until a Wet Wednesday race is concluded before departing its traditional anchoring location.
- When a cruise ship is weighing anchor for departure, it will sound one long blast on its horn.

Looking ahead, no Wednesday cruise ship visits are scheduled for the rest of the spring season, and three Princess cruise ships are scheduled to visit on Wednesdays this fall. Staff anticipates these visits will occur safely and securely for all parties involved.

OPERATION CLEAN SWEEP RECAP

The ninth annual Operation Clean Sweep, a volunteer seafloor cleanup program, took place on Saturday, May 2nd. Eighteen divers and 30 dockside support workers removed 1,000 pounds of debris from Marina One, fingers "Q," "R" and "S"—somewhat less than previous "hauls," but about what staff expected, considering these fingers were built in 1999.

Items removed included cell phones, a laptop computer, three bicycles, a step-ladder, two dock carts, two crab "hoop-nets," fiberglass, sheet metal, a boat fender, a toilet, a set of dentures, a high-heeled shoe and broken wine, beer and whiskey bottles.

Staff wishes to thank all volunteers who participated in this year's Clean Sweep, many of whom have participated many times, some every year. Dive companies like Salty Dog Dive Service, Monterey Diving and Scrub-a-Dub Dive Service were again instrumental in locating seafloor debris. Also, Castagnola Tug Service provided a cut-rate deal for staging their workboat *Danny C* at the cleanup site, so volunteers didn't have to cart debris a quarter-mile to a dumpster near our Waterfront Offices.

Next year the event heads back to its origin in Marina Four. We hope and expect the amount of debris recovered will be less than the two tons recovered in the first “sweep” at that location, though realistically all debris was probably not removed the first time, plus it will have been 10 years since the last Clean Sweep event there.

HARBOR NAUTICAL SWAP MEET / HAZMAT TURN-IN RECAP

Forty vendors packed the Marina 3 parking lot on May 9th for the ninth annual Harbor Nautical Swap Meet. A benefit for the Harbor Merchants Association (HMA), the Swap Meet featured the usual fare: fishing gear, surfboards, boat rigging, anchors, pumps, binoculars, scuba gear and much, much more. Free donuts, coffee (care of the Santa Barbara Roasting Company) and fruit (care of the Berry Man), were quickly consumed by grateful vendors and the public alike.

A Hazmat Turn-in accompanied the Nautical Swap Meet; taking in hundreds of gallons of used oil, paint, varnish and other boat-maintenance products, allowing slip permittees to clear their dock boxes before boating season “officially” arrives.

Prepared by: Mick Kronman, Harbor Operations Manager