

## CITY OF SANTA BARBARA WATERFRONT DEPARTMENT

### MEMORANDUM

**Date:** May 20, 2021  
**To:** Harbor Commission  
**From:** Mike Wiltshire, Waterfront Director  
**Subject:** **Harbor Operations Report**

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#### **OIL BOOM DEPLOYMENT DRILL**

In preparations for a true oil spill emergency, Harbor Patrol conducts boom deployment drills annually. As part of the Waterfront Emergency Response Plan and the Area Contingency Plan, Harbor Patrol maintains an oil spill response trailer on-site, which holds 1,000 feet of oil containment boom. Containment boom is a floating barrier designed to control the spread of oil into an area, and also concentrates oil for easier recovery. The boom can be deployed from the trailer at the launch ramp or from West Beach, with the objective being to place it across the entrance channel of the Santa Barbara Harbor.

In our May drill exercise, the boom was deployed from West Beach and pulled across the channel by Harbor Patrol vessels while additional Harbor Patrol vessels stand watch for vessel traffic and hazards. One end of the boom is fastened at the end of the sand spit, while the other end is anchored on West Beach. Anchors are set along the boom to keep it in place.

After releasing the anchors and fasteners, Harbor Patrol uses a line faking method to tow the boom to the launch ramp for retrieval. This method consists of stacking the boom in rows so that it can follow the tow. Upon completion of the training exercise, Harbor Patrol rinses and stores the boom in the trailer in preparation for future deployments.

Oil boom deployment training increases Harbor Patrol's efficiency during an emergency, provides opportunities to fine-tune staging and deployment, and maintains the division's Hazardous Waste Operations and Emergency Response (HAZWOPER) training, which is an OSHA-required, regulatory training. By knowing how to respond in the event of a spill disaster, Harbor Patrol is prepared to use available resources with other trained personnel to quickly protect the environment and the marinas.

#### **THE SANTA BARBARA HARBOR BLACK SWAN THEORY**

The *black swan theory*, or *theory of black swan* events is a metaphor that describes an event that comes as a surprise. Well, Santa Barbara Harbor users were surprised to literally find five black swans visiting the harbor. The Waterfront Department fielded numerous calls from concerned citizens as well as the Wildlife Care Network. It was

later learned that the swans were captured and possibly relocated at an undisclosed location in the Santa Ynez Valley.

## **SANTA BARBARA AIDS TO NAVIGATION PROJECT**

The United States Coast Guard Aids to Navigation Team (USCG ATON) recently met with staff in response to Federal Dredging and the frequency of floating Aids to Navigation replacement and servicing. It was discussed that the USCG ATON team visits Santa Barbara Harbor four times a year to replace or reposition damaged floating buoys, which coincides with our scheduled dredging of the Santa Barbara Federal Channel. The maintenance schedule currently provided by the USCG ATON Team at four visits per year is significantly higher than that of other marinas throughout the state.

The USCG ATON Team suggested a possible option of replacing up to eight floating Aids to Navigation buoys with fixed fiber re-enforced polymer (FRP) piles that would be driven permanently into the ground along the designated channel.

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